THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VI. NO. 52. CLEVELAND, O., DECEMBER 25, 1884. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

Mr. J. C. Gilchrist, of Vermillion, was in the city on Tuesday on business.

Mr. E. Doville, shipbroker, of Toledo, was in the city on Tuesday on business.

Captain Morley, of the firm of Morley & Morse, has accepted an appointment as master of the steamer Cumberland for next season. Captain Morley has always been a successful steamboat man, and Mr. Winslow has, in this instance made a good appointment.

It will be remembered that Captain Hi Henderson was married twenty-eight years ago. It is said that the first child, a boy, born last Saturday, threatened to kick the captain out of the house. Considering all the facts the boy must be about twenty-eight years old.

The schooner Queen City, lying at the Otis Mill docks, is getting new decks and new hatch combings, new quickwork in both quarters, calking and minor repairs. The schooner C. H. Johnson is also getting new hatch combings, some calking and other necessary repairs. Mr. William Miller is doing the work on both vessels.

The steamer Schnoor, Captain F. O. Burrows, which has the honor of being the last arrival at this port this season, has made sixty-one round trips between here and the islands, transporting 30,000 tons of stone for the Cleveland rolling mill Co. The Schnoor has during the season received about $1,000 in repairs consisting of new rail, upper plankshear, stanchions and bulwarks, and during the winter she will get some new keelsons, all of which will put her in very good condition.

The schooner St. Lawrence, Captain Doville, owner and master, now laid up at Ogdensburg, will receive quite extensive repairs during the winter at the marine railway and shipyard of George Hall. The repairs will consist of new floor ceiling, part new main and sister keelsons and any other work found necessary, all of which will involve an expense of $1,500 to $1,800, which, as the frames and other vital points about the schooner are sound, should not fail to raise the rate of the vessel to straight A1.

Captain John Bowman, formerly of this city, died at Rochester, last week, at the age of 64 years. Captain Bowman was well and favorably known by many of the lake men of this port for many years, and it is with regret that we chronicle his death. In 1850-53 he sailed the old schooner Amazon for M. B. Scott, of this city, and for a number of years the brig Isabella, owned by the same party. In 1856 he brought out the schooner Milwaukee for Captain F. Perew, of Buffalo, after which he sailed the C. J. Wells until 1880, when he retired from the lakes and went into business at Ashtabula.

The eighth annual ball of the Cleveland tugmen, which took place at the armory on Monday evening was a grand success in every respect and has not been surpassed by any party this season. And we are pleased to say this for the two-fold reason that it was devoted to a charitable purpose, that of the relief of the family of Frank Perew, who lost his life in the explosion of the tug Peter Smith, and of the encouragement of these generous men, who make it a duty to assist their unfortunate comrades. When we name the officers, A. J. Moffatt, president; Wm. Robertson, vice president; Wm. Young, secretary; Wm. Dwyer, treasurer; M. Flannigan, assistant treasurer, it will be seen that it could not be other than a successful party.

The Cleveland life savers, who were concerned in the rescue of the schooner Johnson, ashore at this port last fall, will receive gold medals. This should also include Volunteer N. Tovar.

There can be no better evidence of the esteem in which Captain D. P. Dobbins is held by the officers of the life saving crews under his jurisdiction than their recent action, while at Buffalo, in the presentation to Mr. Dobbins of a fine, gold-headed, ebony cane. The discipline of the life savers is as nearly perfect as it can be made. The system is probably the most generous measure the government has ever adopted in the interest of navigation, and we do not hesitate to say that Captain Dobbins, in his administration of this district, has won the confidence of all men interested, therefore this noted demonstration of the masters of the several stations but reflects the esteem in which he is held. It will be remembered that Superintendent Dobbins has conceived and perfected one of the most valuable boats for life saving purposes that has come before the government for test and which has proved entirely satisfactory. Mr. Dobbins has never asked for royalty or reward of any kind for his invention, although it has been generally adopted by the government. In fact, on the presentation of his models in a completed form he anticipated the government's just appreciation of merit by declining to receive any payment for his work It will be the part of wisdom not to lose such men to the service.

BUFFALO.

The schooner Proctor, at Charlotte with a cargo of petroleum and coal, will run over to Pringle Ont., if the weather will permit.

Coal shippers here are talking up the formation of a combination and the appointment of an agent who will be the only man authorized to charter vessels for them. The move is aimed at the brokers, whom shippers claim kept rates higher than they should have been during the past season.

The schooner Jamaica is laid up at Clayton.

The D. G. Fort, St. Lawrence, O. M. Bond and Kate Kelley are laid up at Ogdensburg.

The body of Captain Robert L. Byers was found in Buffalo harbor on the 17th. An examination showed that his throat was cut. He had been suffering for some time previous to his disappearance two weeks ago, from aberration of mind and the theory of his death is that he committed suicide. Captain Byers resided in Buffalo nearly all his life, and had quite an interesting history. From his early manhood he had been connected with navigation. During the war he had charge of a dispatch and supply boat, running from Fortress Monroe to various southern ports, and on one occasion was wounded by a shot from a confederate war vessel. After the war he returned to Buffalo, and served as captain of various tugs in the harbor. As we said last week he was well known among vessel men and greatly esteemed.

KENOSHA.

The schooner Morning Star, Captain A. M. Elliott arrived to lay up.

The schooner M. L. Higgie has gone into winter quarters above the guard gate of the canal. Captain Sam Ashmun is ship keeper.

CHICAGO.

Special to the Marine Record.

At Miller Brother's drydocks J. S. Dunham's wrecking tug T. T. Morford is in drydock getting a new wheel, her old wheel having bursted in consequence of the water having become frozen in the chamber of the hub of the wheel when she was in dock last week getting her stern bearing fixed. The tug McCormick is having her rudder and stern bearing fixed and her bottom scraped. The steambarge Chauncy Hurlbut has been receiving considerable repairs.

The steambarge A. R. Colborne will go out of Miller Brothers' drydock this week. She has received a thorough overhauling and refastening and a new wheel and sternbearing. Captain Brittain will take her over to Saugatuck to lay up if the weather will permit.

At the Chicago Drydock Company's yard the schooner Metropolis is in drydock getting new keelsons and refastening and some calking, the steambarge New York is in for a thorough rebuild, tug Brothers is also in for a thorough rebuild, and the schooners Resumption and Ford River are to have new decks.

The Chicago Drydock Company will hold their annual meeting the second Thursday in January for the purpose of electing officers and transacting other important business.

The steambarge M. F. Butters, lumber laden, went up the river to her dock Monday morning. She arrived in the harbor last Friday, but was unable to get up the river before in consequence of the ice. It would be wise to make this her last trip for the season.

The tug Monitor, of the Gilman line, was laid up Saturday. She had been towing Fitzsimmons & O'Connell's dredges around, but the ice has got so thick in the river that it was considered dangerous to continue longer.

The ice in the river at this port is nearly five inches in thickness.

The schooner J. B. Merrill was towed by the tugs Carpenter and Mosher to the Indiana elevator on Saturday, where she will load wheat at 4½ cents for storage and freight.

Captain E. Comerford appeared before Commissioner Hoyne last Thursday to answer to the charge brought against him by a woman cook, who asserted that the captain struck her and used bad language toward her on board the F. L. Danforth on her last voyage up from Buffalo. The evidence of the woman, and of a man who was one of the crew, and who asserted that he saw the assault committed, was so very contradictory that the case was dismissed.

The steamer Lucille, Captain S. Jones, makes daily trips from the distillery at the North Branch out into the lake. She is a splendid ice breaker.

The only arrivals at this port since our last issue were the Goodrich steamer City of Ludington with salt from Manistee, the steambarge Marshall F. Butters with lumber from Ludington and the George W. Naghtin with lumber from Manistee.

The Goodrich Transportation Company are running the steamer Depere, Captain Stines, between this port and Ahnapee, calling at way ports, and the steamer City of Ludington, Captain Gillman, between Milwaukee and Manistee. Both boats will make two trips weekly, or as the weather will permit, during the winter.

The schooner George W. Naghtin, Captain G. Naghtin, arrived Tuesday morning about 9 a. m. She left Manistee in tow of the tug C. Williams, of the Canfield Tug Line, Sunday. When about ten miles north of Port Washington they encountered a heavy gale and the tug was compelled to let her go about 8 a. m. on Monday, and the schooner came along alone. The captain reports that the schooner came through a lot of heavy ice, from below Racine. Her bow and sides forward are as bare of paint, from contact with the ice, as though they had been scraped. She will lay up here.

T. W.

FRANKFORT.

Special to the Marine Record.

Point Betsy light closed on the 7th of December, and Frankfort pierhead light on the 14th.

Marine items from Frankfort will be scarce during the winter months, and it will probably be spring time before regular news will flow in again. However, if anything of note occurs the readers of the RECORD will know it.

Tugs Hall and Slyfield have steam up, but will lay up in a few days.

The Sanford and Weston are running daily between Frankfort and Manistee.

Burton & Gordon have built a pier at South Manitou Island during the past summer and will build another this winter. They will engage extensively in shipping gravel to Chicago.

C. B.

AMHERSTBURG.

The Bar Point lightship was taken to Walkerville by the International on Friday night last, where she will be thoroughly overhauled during the winter. We are sorry to see the lightship taken away from here to have the work done, as it would have been a splendid chance to have given our mechanics, out of work, employment. We understand that Captain F. B. Hackett intends having the Colchester Reef lightship rebuilt here, and the two together would have given a good winter's work. C. F. Dunbar will also overhaul his dredge and drill here.

WINSOR.

The old pile driver, belonging to Detroit parties, has sunk near the ferry landing. This should be removed at once as it may cause trouble if allowed to lie there much longer.

It is said the tug Bob Hacket will be sold at marshal's sale in a few days.

On Thursday night Richard Hutchins, of Detroit, was walking from the ferry wharf onto the boat in Windsor when he slipped and fell. His leg got under the gang plank in some manner and was wrenched so violently that it was broken below the knee. He was taken to the Michigan College of Medicine in the ambulance.

KINGSTON.

Captain Pierce will build two boats for the Rathbun Co. at Deseronto this winter. One will be a sidewheeler.

The steamer City of Kingston, which has been purchased by C. Chamberlain, of Toronto, will be put on the drydock here and undergo repairs during the winter.

The steambarge Resolute while on her way up the river last Thursday morning ran ashore near Oak Point, about eight miles from here, and opposite St. John's Island. She released herself without damage, and arrived here light at 11 a. m.

MARITIME LAW.

[*Concluded from last week.*]

COLLISION—LOSS OF CARGO—CLAIM OF INSURANCE CO. TO BE SUBROGATED TO RIGHTS OF OWNER—NEGLIGENCE—THE GEORGE MURRAY.

U. S. Dis. Court N. D. Ill.

On the part of the Murray we have the testimony of Captain Hurlburt, Cassan, the man at the wheel, and Smith, the mate that no change was made in the course of the schooner until jnst the instant before the collision, when the wheel was put hard up by order of the captain.

Bracken, the mate of the Canistio, states that at about the time he got the schooner's red light the last time, he gave several sharp toots from his steam whistle and signaled to stop and back, but that those signals were hardly responded to before they struck; and Captain Hurlburt says that the order "hard up" was given when he heard these whistles. Cassan, the wheelsman of the schooner, says the steamer was almost into the schooner when he got his order to put his wheel hard up, and that it was right after he heard the whistles and signals to back on the steamer.

This testimony is so probabe and in accordance with the natural course of occurrences that I must say it seems to me much more credible than that of Bracken, the mate of the Canistio, especially when Bracken is uncorroborated in this material point. Both Smith, the mate of the schooner, and Captain Hurlburt, who was on deck and had assumed command, certainly before there was any apparent danger of a collision, were experienced navigators who must be presumed to have fully understood that best known of all sailing rules, and the one that the navigator of a sailing craft has perhaps most frequently in these lakes to apply, that a sail vessel must hold her course and a steamer is bound to keep out of her way. Why then should this schooner's course have been changed?

Any one who reads the proof must be satisfied, I think, that the schooner had rounded Waugoshance, and laid her course for the Manitous when the captain came on deck. The vessels were then four or five miles apart; the mate had made the course southwest; the captain directed it to be made southwest by south and she was brought up to that course. This was no such change as would embarrass the steamer, for the steamer, was to leeward of the schooner and this change would carry the schooner still more to windward and keep her green light still in view from the steamer.

Captain Hurlburt states that after he came on deck, and had made out the steamer's green light on his starboard bow, he noticed the steamer changed her course so as to cross his bows and show him her red light. He then directed the torch to be shown, and while it was burning the steamer passed clear across his bows and went off to windward, and that he next saw the steamer coming in upon his port quarter, when the order to put the schooner's wheel hard up was given. If Greenwood, Rock, Cassan, Smith and Hurlburt are to be relied upon, if the truth can fairly be inferred or deduced from their testimony, there was no occasion for changing the schooner's course after it was made southwest by south, when the vessels were four to five miles apart, until the collision became imminent, and her officers knew she had no right to change it under the circumstances except in immediate peril of collision. It is true as suggested by the proctor of the insurance company, she was probably making some leeway which would tend to carry her toward the track of the approaching steamer, but that is a matter which the steamer was bound to take notice of and keep far enough away so that the schooner's leeway should not bring them together.

But the matter which impresses me most is that the mate in command of the steamer was negligent in not giving the schooner a wider berth. From the time he saw the schooner, according to his own statements, they approached each other nearly heads on. This there was no necessity for him to do and he ought not to have done it. He should have given the schooner so wide a berth as not to have embarrased or alarmed her. He had ample sea room to do this, and I see no excuse for his failure to do it. In fact I see no good reason why this steamer that was first sighted to leeward of the schooner, should in so short a time have been found upon her windward side.

I am satisfied that the only change of course made by the schooner was made *in extremis*, under immediate peril of collision and with the hope of thereby preventing or mitigating the effects of a collision. I am also of opinion that the speed of the steamer was too great for some moments before the collision, and after the danger of collision should have been apparent to her officers.

The next point to be considered is the allegation that the schoones had no lookout. As to this there can be no doubt from the proof that Rock had been acting as lookout, and that he was fully competent for such duty, up to the time that the mate called him to help haul the sheets aft; before that time he had seen the steamer's lights, and reported them to the mate. When the captain came on deck, Rock was still working at the sheets, and the captain seeing the lights made inquiry about them, and the reply made to him by the mate shows that the mate was aware of the approaching steamer, as his reply was "it is some steamer bound down I suppose." The mate, therefore, and the captain were both then fully possessed of all the information the most vigilant lookout could have given them. At that time there was no apparent danger. The vessels were running green to green with the pathway of the steamer outside or to the westward of that of the schooner. The steamer could easily have gone off a point or two farther so as to have carried her clear away from the schooner's pathway, as there was no obstacle to have prevented her from doing so. The captain watched the steamer until he saw her going to windward instead of to leeward of the schooner, and when he saw her crossing the schooner's bows, so as to show him her red light, he deemed it a proper precaution to display a torch. The services of a lookout for the purpose of informing the officers of the schooner of the proximity of this steamer, were not needed after the captain came on deck.

The rule is fully settled that the precaution of a lookout is not indespensable when from the circumstances a lookout could not be of service, or when the officer of the deck is in full possession of all the information a lookout could possibly give: The Farragut, 10 Wall. 334; The Fannie, 11 Wall. 238; The Milwaukee, 1st Brown, 313; The Franz Siegel, 6 Ben. 550.

I can not therefore, see that the temporary employment of the man assigned to the duty of lookout, in helping to trim the aft sheets contributed in any degree to this collision. Nor did the fact that the mate was for the time attending to hauling in these sheets contribute to the collision. The proof shows that even if this was incompatible with any other duty devolving upon him as officer of the deck, he was relieved from the duty by the presence of the captain, who assumed charge and became officer of the deck before there was any apparent danger.

I agree with the counsel for the insurance company, that in a case like this, if any substantial fault of the officers of the Murray contributed to bring about this collision, then as to the owner of the cargo of the Canistio or this insurance company, who represents the rights of the owner of the cargo, the Murray is a *tort feasor*, although there may have also been contributory fault on the part of the Canistio. But, I do not find in this proof when fairly considered any contributory fault on the part of the schooner.

The testimony of Bracken, as to the repeated changes of course by the schooner is not supported by the other witnesses called by the insurance company from the crew of the schooner, but, on the contrary, all the witnesses on the schooner who should best know what was done on board of her, concur that there was but one change of course by the schooner from the time the vessels sighted each other when four or five miles apart, and after the schooner had passed through the straits and shaped her course for the Manitous, and that this change of course was made at the moment of extreme peril and when allowable as an act *in extremis*, even when, if it had not been made, perhaps there might have been no collision.

Some stress was laid, at the argument, upon the fact that the answer of Mr. Eagan to the petition of the insurance company does not charge the fault of the collision upon the steamer and exonerate the schooner from fault. It is evident that the proof has been taken without objection, so far as shown by the record, for the purpose of ascertaining who was at fault for the collision; and if the allegations in any of the pleadings are not broad enough to admit the proofs, they may be amended before the decree is entered.

The exceptions to the commissioner's report are overruled, the report confirmed, and the petition of the insurance company dismissed at petitioner's cost.

Sel-uyler & Kremer, for petitioner.

Mr. Rae, for intervenor.

CHICAGO HARBOR.

Special Correspondence of the Marine Record.

WASHINGTON, D. C, December 23

On the improvement of the harbor of Chicago the report of Major W. H. H. Benyaurd, corps of engineers, officer in charge, says that the project of improvement now in course of execution at this harbor was adopted in 1870 and modified in 1878. The objects sought are, first, the formation of an outer harbor adjoining the entrance to Chicago river, and designed also to furnish increased commercial facilities, by relieving the river front from its over-crowded condition; second, the creation of a harbor of refuge,, affording good anchorage in deep-water and safe access to the outer harbor and river.

The first crib for this breakwater was sunk in position July, 7, 1864 and at the end of the fiscal year of 1883, 2,436 linear feet of breakwater were in position, and superstructure to the required height placed over about 1,200 feet; to a height of four courses over 1,100 feet; and the remainder without any superstructure. Eight cribs, each 100 feet long, were sunk between July 1, 1883, and the close of the working season in December, and superstructure built to a height of four courses over five cribs, three courses over two cribs, and two courses over the other two, making the length of breakwater in position 3,236 feet, including in this crib No, 9, which was partially destroyed in the storm of October 4, 1883, and which will be rebuilt during the coming season.

Crib No. 32, sunk November 11th, completes the exterior breakwater to its westerly limit, with the exception of the superstructure yet to be built. At the close of operations there were three cribs about half completed, designed for the east end of the timbers. Repairs to the work damaged by storms and collisions consisted in the rebuilding of cribs number 16 and 20, from depths of ten and twelve feet below the surface of the lake. This work was greatly retarded by the frequent storms and the fluctuations of the lake level, the water-guages frequently showing a rise or fall of two or three feet in short intervals of time.

Two divers and the necessary attendants were employed during the month of September and part of October in the removal of the debris of crib No. 9. at the east end of the breakwater. The breakwater was struck by inward and outward bound craft several times during the year. The present project contemplates dredging the outer harbor to a depth of 16 feet, the westerly limit of dredging being the dock line established by the board of examiners, the area included being about 275 acres, the original depth of which varied from 10 to 19 feet. The remainder of the sheltered area will be reserved for piers and slips, and comprises 185 acres, making a total lake area, included within the limits of the outer harbor of 455 acres. A contract was entered into June 21, 1883, with the Green Bay Dredge Company, for dredging about 118,000 cubic yards at 17¾ cents. Work was commenced August 15th, and at the close of the fall season's work 23,453 yards of material were removed. Operations were resumed on April 11, 1884, and 42,305 yards of material were excavated between that time and the end of the fiscal year. The amount of material yet to be removed is about 235,000 cubic yards. The contract with the Green Bay Dredge & Pile Driver Company was extended August 15th. The amount available for the coming season's work is $107,104 69. It is proposed to continue dredging operations in the outer harbor, and to continue the construction of the exterior breakwater. It is estimated that at the end of the fiscal year ending June 30, 1885, 3,800 linear feet of crib will have been completed. For the purpose of continuing the work on the exterior breakwater and dredging in the outer harbor the sum of $225,000 is asked.

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LITERARY NOTICES.

HARPER'S MAGAZINE.—The January number is a worthy successor to the elegant Christmas number. The frontispiece is one of six drawings to illustrate "She Stoops to Conquer." A highly entertaining paper is an account of a recent cruise off the coast of Florida, which is beautifully illustrated. A strong feature of the number is the beginning of a new novel, "East Angels," by Constance Fenimore Woolson, the author of "Anne." The scene is laid in Florida. Another serial novel, "At the Red Grove," also begins in this number. The author's name is not given. It is a bright story, full of humor, located in Berne, Switzerland, and is illustrated by C. S. Reinhart. There is the usual rich variety of short stories and poems, and the Literary and Historical Record, which were omitted last month, are full of value and shows an amount of time devoted to research which is only permitted to a writer for a monthly.

THE JANUARY CENTURY.—This very valuable and always welcome monthly is full to repletion and presents a wide range of topics, all well illustrated, chief among which are the two papers on the Civil War, one by Captain James B. Eads and the other by Rear Admiral Walke, both treating of western gunboats, descriptive of the operations at Belmont, Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, and Memphis—covering, in short, the opening of the upper Mississippi. Admiral Walke participated actively in all these engagements, and a number of the cuts are from his contemporaneous sketches. A large portrait of Admiral Foote is given and smaller ones of Generals Tilghman and Mackall of the Confederate service. The February number will contain General Grant's paper on Shiloh, together with supplementary material describing the battle from the Confederate point of view.

THE ATLANTIC MONTHLY.—The January number of this magazine, which is not excelled in literary merit by any book published, contains the opening chapters of three serial stories, and all who have read the delightful stories in the Atlantic heretofore will not forego the pleasure of this new enterprise. The serials are entitled "Prophet of the Great Smoky Mountains," by Chas. E. Craddock; Sarah Orne Jewett's "A Marsh Island," and Mrs. Oliphant's "A Country Gentleman." Articles of literary interest are a thoughtful study of "Childhood in Greek and Roman Literature," by Horace E. Scudder; "Madame Mohl, her Salon and her Friends," by Kathleen O'Meara, and a paper of curious interest by Richard Grant White on "The H Malady in England," making up a very remarkable number. Houghton, Mifflin & Co., Boston.

ST. NICHOLAS FOR JANUARY.—This favorite of the little folk opens with an appropriate poem by Celia Thaxter, entitled "The Child and the Year," followed by a breezy and exciting story about ice-yachting, and a contribution of bright and home like reading that cannot fail to delight the little ones. "Historic Girls," a new companion piece to "Historic Boys," by E. S. Brooks, is begun by the same author, in the same interesting style, with an account of the girlhood days of Queen Elizabeth, and the Christmas festivities at Hatfield House three hundred years ago. J. T. Trowbridge continues his serial, because his hero, in spite of his hard experience, has not yet cured himself of "His One Fault;" "Davy and the Goblin" go through another installment of the most surprising and illogical adventures; and Edmund Alton tells a great many more instructive and entertaining things he learned when he was a boy-page "Among the Law-makers."

VICK'S FLORAL GUIDE.—With snow falling steadily and winter still triumphant, there is a certain mockery in the sudden appearance of one and another seed catalogue. Vick's Floral Guide leads the van, and, as usual, needs no commendation, its solid merit having long ago given it a firm place in popular affection. The number contains the usual list of new seedlings both vegetable and flower, and with its bright flower frontispiece, is quite worthy a prominent place on the sitting-room table, while the illustrated magazine has long been a faithful guide in all matters relating to the garden. James Vick, Rochester, N. Y., will send the Floral Guide to any address for 10 cents, which, if seeds are afterward purchased, may deducted from the order.

EXCURSION RATES ON N. Y. P., & O. R. R. DURING THE HOLIDAYS.

On December 23, 24, 25, 30 and 31, 1884, January 1, 1885, tickets will be sold from and to all stations on the line of the New York, Penn. & Ohio Railroad, including Cincinnati and stations on C. H. & D. R. R. south of Dayton, at special excursion rates. All tickets will be good for return until January 2, 1885.

AT MARINE CITY.

Special to the Marine Record.

The following boats are laid up here for the winter. The passenger steamer Mary is still running, also the City of New Baltimore and Idlewild:

Steambarges.

George King. Capt. J. S. Hackett.
Capt. Morley's new boat, not named.
Lowell, Capt. C. Westcott.
Bay City, Capt. D. Connors.
M. Sicken, Capt. J. Coon.
Brirkhead, Capt. R. Gains.
Tempest, Capt. J. Taylor.
C. Curtis, Caotain G. Lester.
Gratwick, Capt. J. Mitchell.
Smith, Capt. A. Mitchell.
L. C. Johnson, Capt. T Pringle.
R. Holland, Capt. J. Miner.
Pickup. Capt. Davis,
Katie Butteroni, Capt. C. Norton.
D. Luty, Captain J. C. Pringle.
Abercorn, Capt. J. Leech.
W. Cowie, Captain W. Maxwell.

Tug.

Roy.

Towbarges.

W. A. Young.
Theodore Fasset, Captain J. Ward.
Minnie Orton.
Dayton, Captain T. Taylor.
J. R. Edwards, Captain J. Belfour.
Reindeer,
St. Clair, Captain Ruble.
Levi Rawson, Captain Pearn.
Crosthwaite, Captain J. Watson.
Buckeye State, Captain H. Belfour.
Tim Baxter, Captain M. Scott.
Montpelier, Captain H. Scott.
C. N. Johnson, Captain T. Weeks.
Katie Brainard, Captain Potter.
J. J. Warner, Captain J. Emery.
St. Joseph, Captain J. Babel.
Iris, Captain J. Pringle,
Botsford.
M. Marvin, Captain J. Hazen.
Robert Frier.
Alice Richards, Captain G. Shaw.
Troy, Captain A. Scott.
C. K. Jackson, Captain W. Belfour.
N. C. Holland, Captain W. Blendenny.
W. Raynor, in ordinary most of summer.
C. L. Young.
Isabella Reed.
Montgomery.
W. Case.
Maize, Captain Morrison.

Schooners.

W. Brake.
L. O'Neil
Wescott.
S. C. Spademan, Captain Madison.
Uncle Joe.

Scow.

Doyle.
Dredge and two scows. W.

AT ASHTABULA.

Special to the Marine Record.

The following is a complete list of the vessels laid up at this port.

Steamers.

Raleigh of Buffalo. V. Swain of Cleveland
Jarvis Lord, of Cleveland.

Tugs.

Red Cloud, Ashtabula. Dragon, Ashtabula.
Dexter, Ashtabula. T. Thompson, Erie.

Steamyacht

Grace and Ella, of Ashtabula.

Sail Yacht.

Dawn, of Erie.

Schooners.

Sumatra, Cleveland. M. F. Merrick, Detroit.
Reindeer, Detroit. J. P.

AT VERMILLION.

Schooners.

Fred A. Morse, M. Stalker,
H. Fitzhugh, Florida,
Havana.

ASHLAND HARBOR.

The Press says, ice began to make in the bay November 22, but navigation did not close until Tuesday, as the tugs were making their regular trips Sunday and Monday, in fact, if there was business they could have kept the channel open to the docks until Wednesday the 26th. But as the business was lacking the steamers Barker and Wabun went into winter quarters Monday night at Superior dock. The City of Ashland is laid up at the Ashland Lumber Co.'s dock, in fact went into quarters on the 20th The cold snap has virtually suspended navigation for 1884, though fish boats will continue to make trips among the islands for a week or two yet.

A CLAUSE has been inserted in the army appropriation bill by the House Committee on Appropriations creating a new office, to be known as Assistant Chief Signal Officer of the Army, who is to have the rank of Colonel. It is understood that Lieutenant Greely will be appointed to this position should the clause be retained in the bill.

The schooner Three Bells, ashore at Good Harbor, has been stripped and abandoned. The tug Morford was at work on her. Her cargo of wood was lightered and two pumps put aboard, but could not hold her up. She is reported badly broken.

HURON CUSTOM HOUSE.

The following is the number of American and foreign vessels that have been engaged in the foreign trade to and from the district of Huron between the months of January and December.

AMERICAN VESSELS.

	Entered. No.	Entered. Tonnage.	Cleared. No.	Cleared. Tonnage.
January	1	36	1	36
April	9	392	10	350
May	15	2,182	13	1,870
June	18	1 251	6	273
July	13	2,120	21	1,502
August	17	1,244	14	1,292
September	9	1.587	4	194
October	17	3,120	15	1,241
November	18	2,978	10	417

FOREIGN VESSELS.

	No.	Tonnage.	No.	Tonnage.
January	62	62,713	62	62,713
February	58	58.666	58	58,667
March	62	62,713	63	63,380
April	70	61,162	70	61.162
May	120	67.554	119	67,161
June	95	61,952	95	61,915
July	102	65,020	102	65,020
August	94	64,506	94	64,817
September	81	61,943	81	62,153
October	90	64,353	91	64,844
November	93	63,006	94	63,032

COASTWISE.

	No. Entered.	Cleared.
January	1	....
February	...	....
March	2	2
April	141	232
May	671	721
June	577	591
July	595	618
August	619	643
September	589	593
October	559	564

—*Port Huron Times.*

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[LIMITED.]
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Gen. Forwarder. Freight and Vessel Agent.
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Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Accm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Express	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 24, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Colorado Express via "	*6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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NEW YORK, CHICAGO & ST. LOUIS RAILWAY.
The passenger equipment of this New Trunk line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.
Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.
Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	Chicago		7 50 .....
.....	Valparaiso		5 42 .....
			P. M.
.....	Fort Wayne		1 50 .....
.....	New Haven		1 35 .....
			A. M.
.....	Leipsic		11 30 .....
.....	Arcadia		10 34 .....
A. M.			P. M
6 50	5 00 Fostoria		10 22 8 50
7 35	5 45 Green Springs		9 44 8 05
8 15	6 20 Bellevue		9 10 7 35
10 49	9 02 AR Cleveland Lv.		6 45 5 01
P. M.			
12 05	..... Painesville		..... 3 44
12 58	..... Ashtabula		..... 2 51
1 42	..... Conneaut		..... 2 20
2 41	..... Erie		..... 1 23
			A. M.
4 19	..... Dunkirk		..... 11 24
			A. M.
5 55	AR Buffalo Lv.		..... 9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination
For information, call on nearest agent of the Company, or address
R. F. HORNER, Gen'l Passenger Agent,
LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.
Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C.L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Ulrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday
E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.
NEW YORK, BOSTON AND THE EAST.
The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.
Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

7.20 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 9:10 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 11:25 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 1.14 p. m, Jamestown (Lake Chautauqua) 2.12 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p. m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 2:05 p. m.; arriving at New York 6:15 a.m.

7:20 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.55 a. m., Sharon 10:55 a. m., Sharpsville 11:05 a. m., Pittsburgh 12 45 p m.

2:30 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:25 a. m.

2:30 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS—Daily—Thro without change. Arrives at Youngstown 5:00 p. m. Pittsburg 8:00p. m., Washington 7:09 a. m., Baltimore at 8:19 a. m.

4:00 p. m. MAHONING AOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 7:50 p. m., Sharpsville 8:00 p. m. Daily except Sunday.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Clevelandd to Hornellsville. Arrive at Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a m, Salamanca at 7.10 a. m., Buffalo 9:20 a. m., Niagara Falls 11.50 a m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p. m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m.

11 00 p. m. PITTSBURGH, WASHINGTON AND BALTIMORE EXPRESS — Wagner Sleeping Coach, Cleveland to Pittsburg without change Arrive at Youngstown at 2:00 a. m., Pittsburgh 5:55 a. m., Washington at 7.30 p m, Baltimore at 8 30 p m.

Trains arrive at Cleveland. 6:20 a. m., 10:08 p. m., 12:50 p. m., and 6.15 p. m.

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, DECEMBER 25.

THE Marine Journal, which has been published in Cincinnati during the last six years, announces in its last issue, December 18th, that it will hereafter be published in New York City, Mr. F. Baker having sold a half interest to George L. Norton, who will assume the business management. Mr. Baker will continue to edit the Journal.

THE steamship Thingvalla, from Copenhagen, reports that after a sea had smashed the life boat and injured the third officer and three men, the engines were stopped, and oil bags hung over the side and the marine drag let go. The ship laid in this way fourteen hours, without shipping any water, the seas breaking in her wake, and keeping the wind one or two points abaft beam.

REPRESENTATIVE WILLIS, Chairman of the Committee on Rivers and Harbors, says that Buffalo people will be very well satisfied with the amount allowed for the improvement of the Buffalo harbor. He declines to say how much has been allowed, however. Another member of the committe says that although the river and harbor bill will be made up on a basis of twenty-five per cent. of the estimates, which would give Buffalo $75,000, the committee recognize this as one of the most important improvements on the lakes, and have set down $125,000 as the amount for continuing the improvements during the year ending June 30, 1886.

MR. BARKER of Sault Ste. Marie who has the contract for the dredging of the mouth of the Kannistique river, the proposed location of the base of the Canadian Pacific railroad, is pushing the work along with vigor. Although Mr. Barker is an American and was opposed by British bidders he succeeded in securing the contract. Mr. Barker was formerly a sub-contractor of the Sault Ste. Marie canal and previous to that time a contractor and resident on the Erie canal. Many of his old friends in the States will be pleased to learn of his success in this matter, some of whom have entirely lost track of him during late years.

Information has been received at Washington that a deep feeling has been aroused in France over the news that the United States has secured a direct concession from Nicaragua, authorizing them, in their national character, to construct a canal across the Isthmus. The report is to the effect that the French officials expect a general demand from all parts of the country and the nation shall protect the holders of the Panama canal bonds. De Lesseps' agents are already here to oppose the Nicaraguan treaty. Holders of De Lesseps' bonds claim that their government should not stand still and see a numerous class of its citizens impoverished without making a vigorous protest, even up to the point of interference. England may also protest against what the United States proposes to undertake.

[Continued from 1st Page]

MILWAUKEE.

Special to the Marine Record.

The schooner Arundel arrived here at 4 o'clock Thursday afternoon, a complete mass of ice. Her anchor, headgear and cathead were so covered with ice that it was impossible to distinguish one from the other, and her fore, main and mizzen shrouds were iced up twenty feet from the deck. Her deckload of hay, for the port of Manistee, was completely covered with ice, so that it was impossible to tell what she was loaded with. She left Manitowoc for Manistee Wednesday morning and arrived off the east shore, but owing to the fog rising from the lake, was unable to find the harbor, and after beating away for some time they squared away for Milwaukee. It was twenty degrees below zero at the life saving station all nitght, so you can imaging the time they had in making this harbor, blowing a half a gale of wind from the west. But as bad as the Arundel's trip was, the little schooner Lineral experienced still worse. The Lineral is a new vessel and was built and owned by Turison, of Manitowoc. She left Manitowoc at the same time the Arundel did, but arrived here at five o'clock Thursday morning with twenty tons of butter, oats and hay for Peter's, of Manistee, and from the tip of her jibboom to the end of the main boom was literally covered with ice. The boat filled and froze solid with ice while hanging to the davits. She also had on a deckload of hay, and from the forward tiers of hay to her bowsprit, was filled up solid with ice, so much so that it was impossible to find anchor, or anchor chains, or windlass, as she was filled up solid to the rail, and could not let go any anchor or let down any canvas. The captain had one foot frozen and the first mate had one cheek so badly frozen that it will be impossible for him to continue with the schooner on her trip. The down-hauls and other ropes were twice their regular size from frost and ice, and it ever was seen a crew of happy mortals, it was when the tug John Evenson steamed up to the little vessel and passed them a line and towed them safely into port. The captain of the Lineral informed the captain of the tug Evenson that the Arundel would be likely to make for the port of Milwaukee if she could not find Manistee, and so the tug Evenson was kept in readiness to start at a moment's notice for the lake as soon as any sign of the other vessel was seen. When her captain saw the bow of the tug coming through the fog to his assistance he could not express his thanks too freely for the timely aid, as he was under the impression that all of the tugs were laid up and that he would have to make the harbor as best he could, and under the circumstances it was not a very encouraging prospect. The tug John Evenson has been and will be kept running all this winter for just such work, and, as all of the other tugs have been laid up for two weeks, it is the intention of her owner to keep his boat running for the accommodation of both vessels and steamboats, as the railroad company's steamboats are run all winter and often experience considerable difficulty in entering the harbor. The John Evenson has been ironed with extra thick iron for this purpose, and being entirely new and one of the most powerful tugs in the river, Milwaukee can safely say that she has got a tug that will not freeze out this winter. The Evenson will tow the two vessels to Manistee as soon as the weather will permit.

O. G.

MT. CLEMENS.

The steambarge Windsor, Capt. Scott, was the last boat arriving here, with a load of ship plank for the new boat being built at Captain Sharbnau's yard for the Tonawanda Barge Line. The work on the new boat is advancing very fast. She is all in frame and they have begun to plank her. G. L.

On December 23, 24, 25, 30 and 31, 1884, January 1, 1885, tickets will be sold from and to all stations on the line of the New York, Penn. & Ohio Railroad, including Cincinnati and stations on C. H. & D. R. R. south of Dayton, at special excursion rates. All tickets will be good for return until January 2, 1885.

LAKE WRECK REPORT.

Although the season of 1884 has not been so prolific of disasters to craft and loss of life as that of 1883, our measure is quite full of small losses, principally owing to heavy gales and strandings, the latter being caused by the low stage of water that generally prevailed at the several crossings, canals and cuts, the condition of which, we trust, will command the early attention of the proper authorities. It has been said that the real cause of so much loss of property on the lakes lies in the fact that appliances for wrecking are still in the crude state that obtained a quarter of a century ago, which statement we can not fully indorse, as much improvement has been made in wrecking apparatus during the period mentioned, and many powerful wrecking tugs have come into existence during the last ten years. In classifying the losses of the season we find that one hundred vessels have stranded or gone ashore, thirty-seven have suffered loss by gale and two by explosion, twenty-eight by fire, thirty-four sunk, fourteen disabled, nine by leak, twenty-three by collision, five capsized and twenty-four by other causes, making a total of two hundred and seventy-six, forty-eight of which are total loss, involving an approximate value of $497,000 and a loss of tonnage on the lakes of 12,650 tons, which is offset by new tonnage in 28,713 tons, with a value of $2,771,000 for the season.

The navigation of 1884 was sealed, signed and delivered up on the 16th instant and everything retired into winter quarters if we may except a few which may be navigating on lake Michigan, which continues more or less through the winter term. It is therefore safe to predict there will be no further losses to include in the season's estimate, unless it may be a case of the burning of some craft moored for the winter. It has been given out in some of the papers, with the most positive assurance, that $600,000 will cover the losses on hull and cargo on all the lakes. The idea is simply preposterous, as Lake Superior alone will nearly reach that sum, if we take into consideration the wrecks that are strewn about that lake, which are not yet recovered and doubtless never will be. Our estimates, therefore, may be considered as nearly correct as can be arrived at under the circumstances, after five weeks of overhauling the records of the season.

The last disaster of the season, up to this writing, was that of the propeller Oconto, which, on her return from Alpena with lumber, passed through the St. Clair flats canal on Thursday last, and immediately on entering Lake St. Clair became icebound and immovable. She remained thus until Saturday afternoon, when she was released by a ferry steamer from Detroit, and arrived there the same evening. Her damages, not yet surveyed, will reach about $200.

LAKE ONTARIO.

Date.	Rig.	Name.	Hail.	Where.	Nature.	Cargo.	Loss Cargo.	Loss Hull.	Insurance.
April 18	Bge...	Niagara	Picton	St. Lawrence	Ashore			$ 1,200	$10,000
May 2...	Schr..	M.J.Cum'ngs	Oswego	Midlake	Dismasted..	Coal...	$ 600	4,100	10,000
May 6...	Tug...	A. Sumner	Oswego	Oswego	Fire	Light...		16,000	15,000
May 6...	Schr..	N. Theresa*	Napanee	Port Hope	Collision	Light...		4,000	3,000
May 17.	Schr..	W. R. Taylor	Kingston		Gale			$450	$ 6,000
May 20.	Schr..	Ariadne	Kingston		Gale			500	3,000
June 4..	Prop..	Prince Edward*		Belleville	Fire	Light...		10,000	5,000
June 12	Schr..	N.P. Down'y	Napanee	Oswego	Sunk	Barley..	5,000	2,000	8,000
July 6..	Schr..	Erie Queen *	Pt. Rowan	St. Lawrence	Sunk	Wheat..	9,000	6,600	13,000
July 11.	Schr..	Ocean Wave	Picton		Collision			400	1,400
July 20.	Schr..	Jessie Drummond	Montreal		Gale			5,000	6,000
July 22.	Schr..	Sen. Blood	Oswego	Midlake	Dismasted..			2,300	5,000
Aug. 25	Schr..	J. T. Mott	Oswego		Ashore			1,200	8,160
Aug. 26	Schr..	Defiance	Port Hope	Pt. Dalhousie	Sunk	Wheat..	5,000	2,000	
Aug. 27	Schr..	Belle*	Hamilton		Sunk			900	5,000
Sept. 18	Tug...	Sherwood*	Napanee	Kingston	Fire	Light...		5,000	4,000
Sept. 26	Schr..	Lewis Ross	Port Hope	Midlake	Leak	Barley..	1,000		16,000
Oct. 11..	Schr..	West Side	Oswego	Welland	Collision	Coal...		4,500	15,000
Oct. 15..	Schr..	M. I. Wilcox	Buffalo	Midlake	Dismasted..	Ore		3,500	7,000
Oct. 27.	Stmr.	Albert	Montreal		Fire			4,000	
Nov. 7...	Schr..	M. A. Lydon	Port Hope	Weller's Bay	Ashore	Coal...		1,900	
Nov. 7...	Schr..	P. Bennett	Port Rowan	Consecon	Ashore			1,300	
Nov. 7...	Schr..	Agnes Hope*	Port Hope	Oswego	Ashore	Lumber	1,900	2,600	1,733
Nov 17.	Schr..	St. Lawrence	Cleveland	Duck Island	Ashore	Grain...	$400		7,650
Nov. 20.	Prop..	Cuba	Hamilton	St. Lawrence	Sunk	Barley..	12,000	8,000	50,000
Nov. 23.	Schr.	Julia	Kingston	Consecon	Ashore				
Dec. 10..	Prop.	W. A. Haskell	Detroit	St. Law. River	Struck rock	Grain...			

LAKE MICHIGAN.

Mar. 15	Prop..	Iron Chief	Detroit	Chicago	Sunk	Corn	$8,385	$1,716	$30,000
April 18	Schr..	Geo. Barber*	Milwaukee	Good Harbor	Ashore.	Light...		1,500	
April 20	Schr..	Belle Brown	Chicago	Milwaukee	Ashore	Light...		975	
April 20	Schr..	I. M. Hill	Milwaukee	Milwaukee	Ashore	Light...		1,600	
April 22	Tug...	C. Williams*	Manistee	Midlake	Fire	Towing.		14,000	9,500
April 27	Schr..	Ottawa	Grand Haven	Chicago	Fire	Lumber.	500	1,500	
April 28	Prop.	R. A. Packer	Buffalo		Gale		300		
May 14.	Schr..	H. A. Richmond	Muskegon		Stranded				
May 2...	Prop.	Mark Lane	Milwaukee		Gale			500	21,429
May 1	Schr..	Higgie	Chicago	Midlake	Leak	Wheat...	3,500	200	42,000
May 2	Schr..	Williams	Manitowoc	Manitowoc	Ashore		200	800	
May 22	Schr..	E. P. Royce	Chicago	Midlake	Collision	Light...		1,964	3,375
May 23	Schr..	North Cape	Chicago	Manitou	Collision	Wheat...		2,059	28,000
May 31	Schr..	H. W. Sage	Chicago	Death's Door	Ashore	Light...		1,910	22,000
May 31	Schr..	F. W. Gifford	Erie	Death's Door	Ashore	Ore		1,500	16,000
June 9	Schr..	Ahnapee*	Milwaukee	Sheboygan	Ashore	Wood	800	2,000	
June 9..	Schr..	E. C. Hutchinson	Cleveland	Sheboygan	Collision			100	25,000
June 17	Tug...	Imperial	Chicago	Chicago	Sunk	Sand...	860	1,000	3,000
June 17	Prop..	O. Townsend	Cleveland	Gull Island	Ashore	Ore	1,800	7,200	42,000
June 21	Schr..	North Cape	Chicago	Midlake	Collision	Wheat..	859	1,200	30,000
June 21	Schr..	Bay State	Chicago	Bailey's H'br.	Collision	Lumber		900	5,000
June 28	Schr..	J. D. Sawyer	Buffalo	Chicago	Collision	Coal...		900	19,000
June 3..	Schr..	Ahira Cobb	Cleveland	South Manitou	Collision	Coal...		100	
June 18	Schr..	Delaware	Cleveland		Stranded			2,000	15,000
July 1	Schr..	J. Kelderh'se	Chicago	Hog Island	Ashore	Coal...		1,253	20,493
July 13.	Schr..	Cecelia	Chicago		Collision			400	
July 22.	Schr..	G. C. Finney	Oswego		Gale			300	7,000
July 23.	Schr..	Two Fannies	Kenosha		Gale			1,000	12,000
July 24.	Prop..	Argonaut	Cleveland		Stranded			500	40,300
July 24.	Prop.	Jim Sheriffs	Milwaukee		Disabled			700	50,000
Aug. 19	Schr..	C. O. D	Grand Haven	Midlake	Dismasted..	Ore		2,029	7,000
Aug. 23	Schr..	E. Vesta	Erie	Chicago	Capsized	Light...		800	2,500
Aug. 25	Schr..	T. Y. Avery	Chicago	Midlake	Leak	Corn	2,800		15,000
Aug. 25	Schr..	W W Brig'm*	Milwaukee	Midlake	Capsized	Lumber.	700	1,000	
Aug. 23	Tug...	Hackley	Chicago	Chicago	Fire	Light...		1,800	
Aug. 9..	Schr..	H. W. Sage	Chicago	Fisherman's Sh'l	Gale			800	22,000
Aug. 17	Prop.	Escanaba	Marine City		Stranded			500	52,500
Aug. 25	Schr..	Constitution	Cleveland	Manitou Island	Gale	Coal		500	16,500
Aug. 29	Prop.	Nellie Torrent	Manistee		Gale			400	30,000
Sept. 2.	Tug...	Myrtle*	Sandusky		Sunk			3,000	
Sept. 17	Schr..	J. Kel'erhouse	Chicago		Gale			500	16,000
Sept. 21	Tug...	Sam on	Cleveland	Gr. Fox Island	Gale			300	12,000
Sept. 10	Tug...	Blackball	Chicago	Chicago	Collision	Light...		1,500	
Sept. 18	Schr..	Alaska*	Port Huron	Scott's Point	Ashore	Ore	1,667	5,000	6,667
Sept. 19	Schr..	T. H. Howland	Chicago	Waugosh'nee	Collision	Coal		3,100	8,000
Sept. 20	Schr..	Capella*	Muskegon	Chicago	Collision	Light...		1,000	
Sept. 21	Schr..	Bessie Bolt*	Chicago	Two Rivers	Capsized	Wood...	1,000	3,000	
Sept. 21	Schr..	Cecelia	Chicago	Bailey's Har	Ashore	Lumb'r.	300	400	4,000
Oct. 2...	Prop.	Colorado	Buffalo		Gale			700	45,500
Oct. 3...	Schr..	Havana	Vermillion		Gale			800	6,000
Oct. 6...	Bar..	Guiding Star	Chicago		Gale			600	8,000
Oct. 7...	Prop.	Mary Mills	Detroit		Gale			800	16,666
Oct. 8	Schr..	Tempest	Chicago	Chicago	Collision	Lumb'r.		1,000	
Oct. 8	Schr..	J. E. Bailey	Milwaukee	Gill's Pier	Ashore	Wood...	500	6,666	5,000
Oct. 8	Schr..	E. J. McVea	Chicago	Midlake	Gale	Ore	1,361	600	8,000
Oct. 8	Schr..	Early Bird	Muskegon	Mich. City	Capsized	Wood...	500	1,000	
Oct. 8	Schr..	Kittie Grant*	Saugatuck	Midlake	Capsized	Shing's.	1,600	1,000	
Oct. 19	Schr..	Louisa*	Detroit	Manistique	Sunk	Coal	300	4,000	2,000
Oct. 19..	Prop.	Raleigh	Buffalo	Pilot Island	Stranded			1,200	43,746
Oct. 19..	Prop.	Whiting	Chicago		Gale			450	21,400
Oct. 20..	Schr..	Mocking Bird	Milwaukee		Stranded			1,000	
Oct. 21..	Bar...	Guiding Star	Chicago		Gale			500	8,000
Oct. 22..	Schr..	Racine	Chicago		Gale			700	3,000
Oct. 26..	Bar...	M. R. Warner	Cleveland	Sturgeon B.Canal	Gale	Coal		650	16,672
Oct. 26..	Schr..	Jason Parker	Chicago		Collision			700	
Oct. 26..	Schr..	Stafford	Muskegon		Stranded			700	
Oct. 24	Schr..	C. Nilsson*	Chicago	Bailey's Har	Sunk	Pig iron	2,000	10,000	10,000
Oct. 25	Prop..	City of St. Joe	Benton Har	Benton Har	Fire	Light...		10,000	
Oct. 26	Schr..	M. Fillmore	Chicago	Waugosh'nee	Ashore	Oats	8,000	4,000	14,000
Oct. 27	Schr..	Tallahassee*	Manitowoc	Jacksonport	Ashore	Light...		1,000	
Nov. 1	Tug...	Richards	Montague	Montague	Fire	Light...		1,500	2,500
Nov. 5	Stmr..	G.Grummond	Chicago	South Haven	Fire	Light...		8,000	10,000
Nov. 6...	Prop.	Avon	Buffalo		Gale		2,000	1,500	
Nov. 15	Schr..	Itaska	Milwaukee		Stranded			600	7,000
Nov. 20.	Tug...	Alice E. Getty	Muskegon	Pentwater	Ashore				
Nov. 10	Yeht..	Vane*	Muskegon	Midlake	Sunk	Light...		1,000	500
Nov. 14	Prop..	M.W Wright*	Charlevoix	Cross Vil	Ashore	Fish	900	3,000	2,000
Nov. 19	Schr..	C. J. Wells	Buffalo	Whisky Isl'd	Ashore	Lumber			12,000
Nov. 19	Prop..	Keystone	Au Sable	Whisky Isl'd	Ashore	Lumber	2,000		35,000
Nov. 20	Prop..	A. R. Colb'rne	Mich City	St. Joe	Ashore	Lumber		2,000	16,000
Nov. 23	Prop..	Michigan	Kenosha	G'd Haven	Collision	Mdse		1,200	
Nov. 26.	Prop.	Peerless	Chicago	Chicago	Fire			5,000	66,000
Nov. 27.	Schr..	C. C. Barnes	Manitowoc	Chicago	Fire			7,000	22,000
Nov. 31	Tug...	G. W. Gardner	Chicago	Chicago	Fire			1,000	1,500
Dec. 1...	Schr..	Three Bells	Milwaukee	Good Harbor	Ashore	Wood...		2,300	2,300
Dec. 7...	Tug...	Brothers	Chicago	Chicago	Fire			800	

LAKE ERIE.

Date.	Rig.	Name.	Port of Hail.	Where wrecked.	Nature.	Cargo.	Loss, cargo.	Loss, hull.	Insurance.
April 2	Stmr.	Michigan Central	Detroit	Detroit	Collision	Pass.		25,000	
April 6	Tug	Peter Smith	Cleveland	Vermillion	Exploded	Tow'g		$ 5,000	
April 18	Prop.	Europe*	St.Catherines	St.Catherines	Fire	Light		16,000	$10,000
April 19	Bge.	L. B. Crocker	Detroit	Kelly Island	Sunk			1,000	
May 7	Prop.	Iron Chief	Detroit		Stranded			700	56,000
May 30	Prop.	Wocoken	Cleveland		Disabled			600	71,000
May 30	Prop.	Alcona	Detroit	Midlake	Disabled	Lumb'r		2,300	45,000
May 30	Tug	Syracuse	Toledo	Toledo	Fire	Light		1,000	
June 7	Prop.	Enterprise	St Catherines	Wel'd Canal	Leak	Wheat.	$ 900		42,000
June 10	Bge.	Chic. B. O. T.	Milwaukee	Midlake	Leak	Lumb'r	1,000		
June 14	Schr.	Cataract	Picton	Wheatley	Ashore			1,200	
June 24	Bge.	M.R. Warner	Cleveland	Lime Kilns	Ashore			1,500	16,668
June 27	Tug	Oswego	Detroit	Det. River	Ashore			3,000	10,000
July 6	Schr.	John Burt	Detroit	Ashtabula	AgainstR'k			700	16,000
July 12	Prop.	Tecumseh	Chatham		Stranded			500	23,000
July 13	Tug	Compound	Buffalo	Buffalo	Fire	Light		900	5,000
July 19	Tug	Relief*	Vermillion	Midlake	Fire	Light		12,000	8,000
July 22	Tug	N.P.Sprague*	Cleveland	Pt. Au Pelee	Sunk	Light		10,000	7,000
July 22	Prop.	Daisy	Detroit	Detroit	Fire			2,000	2,200
Aug. 13	Prop.	Cumberland	Buffalo	Ashtabula	Ashore			1,200	80,000
Aug. 31	Schr.	Maggie McRae	St.Catherines		Gale		100	400	5,625
Aug. 30	Prop.	Westford	Alpena	Eau Point	Disabled			1,000	14,667
Sept. 2	Tug	Myrtle	Sandusky	Put-in Bay	Sunk	Tow'g		1,000	
Sept. 11	Prop.	Potomac	Buffalo	Buffalo	Sunk	Coal	300	1,500	21,000
Sept. 13	Schr.	J. T. Mott*	Oswego	Colchester	Sunk	Coal	2,800	10,200	20,960
Sept. 13	Schr.	Monticello	Detroit	Colchester	Collision	Light		3,100	
Sept. 18	Schr.	Queen Lakes	Kingston	Avon Point	Ashore	Light		2,600	5,000
Sept. 19	Schr.	Erie Belle	Pt. Burwell	Midlake	Dismasted	Ore	250	1,000	5,000
Sept. 17	Prop.	H. B. Tuttle	Cleveland		Stranded			500	29,762
Sept. 25	Prop.	D. W. Powers	Milwaukee		Disabled			400	12,500
Sept. 11	Schr.	Conrad Reid	Lorain	Point au Pelee	Gale	Lumb'r	100	500	3,000
Sept. 29	Schr.	C. A. King	Chicago		Gale		700	600	6,000
Sept. 25	Prop.	Potomac	Buffalo	Buffalo	Fire	Light		2,200	22,000
Sept. 29	Prop.	C.J. Kershaw	Milwaukee	Midlake	Disabled	Corn		4,500	
Sept. 30	Prop.	R. J. Hackett	Detroit	Cleveland	Collision	Ore		1,200	
Oct. 1	Prop.	C. N. Pratt		Midlake	Disabled	Light		1,700	
Oct. 16	Stmr.	Ol'e Sandus*		Toledo	Fire	Light		1,800	
Oct. 17	Stmr.	Olive			Fire			2,000	
Oct. 16	Prop.	James Fisk	Buffalo		Fire			3,000	
Oct. 19	Schr.	Pelican	Cleveland	Mud Lake	Gale			500	20,000
Oct. 25	Schr.	Erie Belle	Port Burwell		Gale		250	1,000	5,000
Oct. 27	Prop.	W. A. Avery	Bay City		Stranded			500	72,000
Oct. 16	Prop.	L. Shepherd	*		Stranded			1,200	8,000
Oct. 5	Schr.	Van Valkenburg	Chicago		Gale		1,500	600	16,666
Oct. 19	Schr.	King Sisters*	Cleveland	Gull Island	Ashore	Wheat.	16,200	8,200	22,200
Oct. 19	Tug	J.W Kramer*		Buffalo	Ashore	Light		4,500	
Oct. 22	Prop.	Fortune*	Detroit	Pt. Rowan	Ashore	Bolts	800	7,000	5,800
Oct. 28	Schr.	N.Dominion*	Toronto	Gull Island	Sunk	Coal	1,500	3,500	4,000
Nov. 3	Schr.	Jura*	St.Catherines	New Glasgow	Ashore	Wheat.	4,500	4,000	7,500
Nov. 7	Bge.	H. W. Hoag	Milwaukee	Midlake	Leak	Lumb'r	1,000	3,000	4,500
Nov. 4	Prop.	Mayflower	Detroit	Dunkirk	Leak	Lumb'r		15,000	
Nov. 7	Schr.	W. H. Oades	Oswego		Ashore			2,000	6,000
Nov. 4	Schr.	Saveland	Milwaukee		Collision				10,000
Nov. 14	Prop.	Raleigh	Buffalo	Madison Docks	Stranded			800	43,476
Nov. 12	Bge.	Plymouth Rock	Detroit		Fire			3,000	
Nov. 17	Tug	Phenix*	Detroit	Limekilns	Fire	Light		12,500	10,000
Nov. 17	Schr.	T. Gawn	Lorain	Midlake	Disabled			2,048	
Dec. 10	Tug	Anna P. Dorr	Buffalo	Buffalo	Fire			4,000	7,000

LAKE HURON.

May 2	Schr.	A. E. Vickery	Chicago	MiddleIsland	Ashore	Oats	$ 3,508	$ 3,900	$16,000
May 5	Prop.	City of Dul'th	Waukegan	40-Mile Point	Ashore	Salt	1,143	1,800	48,000
May 13	Schr.	Benedict	Montreal	Bear's Rump	Ashore	Coal	700	800	4,000
May 15	Schr.	Ishpeming	Detroit	Midlake	Disabled			1,200	10,000
May 15	Schr.	Grace Holland	Marquette	Scare Crow Isl'd	Stranded			500	16,666
June 9	Prop.	Enterprise	St.Catherines		Gale		4,500	2,000	
June 9	Prop.	California	Montreal	Sand Beach	Ashore	Corn	14,500	9,000	64,800
June 9	Schr.	Greenback		Thunder Bay	Capsized	Posts	700	500	
June 10	Prop.	Energy		St. Clair	Sunk	Wood	900	7,000	
June 13	Stmr.	Pearl	Detroit	Sand Beach	Ashore	Lumber	1,800	3,800	27,000
June 20	Schr.	G. Sherman	Cleveland					1,000	5,250
June 25	Schr.	F. B. Gardner	Buffalo					5,000	9,000
July 8	Stmr.	Fessenden	U. S.	Prentiss Bay	Sunk	Light		6,400	
July 4	Schr.	Hercules	Port Burwell	Georgian Bay	Ashore		500	400	6,000
July 22	Prop.	G. L. Colwell	Bay City	Midlake	Collision	Lumber		2,000	23,628
July 23	Schr.	Two Fannies	Kenosha	Midlake	Leak	Coal		1,340	15,000
July 24	Schr.	Garibaldi	Detroit	Sault River	Ashore	Coal		1,000	3,000
July 31	Schr.	Iosco			Sunk		322	4,000	6,000
Aug. 30	Schr.	Dauntless	Dresden		Gale			600	1,800
Aug 24	Schr.	Alaska	Port Huron	BoisBlanc I'd	Ashore	Lumber		1,212	5,000
Sept. 2	Prop.	J. L. Hurd	Chicago	Detour	Sunk	Mdse	10,000	8,000	48,000
Sept. 6	Schr.	E.B.Maxwell	Chicago	Fitz Wm I'd	Ashore	Corn	1,465	1,500	33,000
Sept. 8	Schr.	Scotia	Buffalo		Ashore		1,000	5,000	31,000
Sept. 11	Prop.	H. Howard*	Port Huron	Algonac	Fire	Towing		12,000	9,000
Sept. 3	Schr.	Cataract	Preston		Stranded			500	4,500
Sept. 6	Schr.	W. R. Taylor	Kingston		Sunk		2,000	5,000	6,000
Sept. 18	Prop.	C. F. Curtis	Toledo		Stranded		1,600	2,000	
Sept. 21	Prop.	Iron Duke	Detroit		Stranded			500	56,000
Sept. 20	Prop.	Wm. Chishholm	Cleveland		Stranded			5,000	136,000
Sept. 29	Prop.	C. N. Pratt	Windsor		Disabled			500	18,000
Sept. 10	Schr.	G. Worthington	Detroit	St. Clair River	Collision			700	1,000
Sept. 15	Schr.	Mary Amelia	Detroit	St. Clair River				400	1,200
Sept. 25	Prop.	R. J. Hackett	Detroit	Lake George	Collision	Ore		1,500	40,000
Oct. 5	Schr.	Arabia*	Kingston	Georgian Bay	Sunk	Corn	9,739	8,000	15,000
Oct. 5	Tug	Jerome*		Wallaceburg	Fire	Light		6,000	
Oct. 12	Prop.	Georgian	St.Catharines	Georgian Bay	Sunk	RRiron		6,000	30,500
Oct. 15	Prop.	Victoria	Detroit	Kettle Point	Sunk	Lumber		1,400	15,000
Oct. 17	Prop.	James Fisk	Buffalo	Detroit	Fire	Wheat		1,600	
Oct. 22	Schr.	Gold'n West*	Chicago	Georgian Bay	Ashore	Corn	15,000	16,800	29,000
Oct. 24	Schr.	Shandon*	St.Catharines	Georgian Bay	Sunk	Coal	5,500	11,000	14,300
Oct. 26	Schr.	Ger't Smith*	Chicago	Crawford's Q	Ashore	Posts	800	6,667	5,000
Oct. 18	Prop.	Toledo	Detroit		Disabled			750	22,000
Oct. 22	Tug	Niagara	Detroit		Disabled			1,500	12,000
Oct. 23	B'rge	Specular	Marquette		Stranded			600	49,000
Oct. 23	B'rge	Matilda	Saginaw	Saginaw	Sunk			1,500	
Oct. 24	Schr.	Ahira Cobb	Cleveland	Lake St. Clair	Collision	Ore		500	
Oct. 26	Stmr.	Keweenaw	Detroit	Pipe Island	Stranded	Pass		2,500	
Oct. 27	Schr.	Grace Murray	Kenosha		Stranded			500	3,000
Oct. 24	Prop.	Ohio	Sandusky		Stranded			500	43,750
Oct. 29	B'rge	Light Guard	Alpena		Collision			1,600	
Nov. 5	Schr.	C. P. Minch	Chicago	Collingwood	Ashore	Corn p.	15,000	7,500	22,500
Nov. 12	Bge.	Plym Rock	Detroit	Detroit	Fire	Light		2,000	
Nov. 17	Schr.	T. P. Sheldon	Cleveland	Middle I'd	Ashore	Coal	1,500	1,500	22,500
Nov. 20	Schr.	Starling*	Picton	Ghegheta I'd	Ashore			7,000	6,000
Nov. 7	Prop.	Havana	Cleveland		Stranded			600	35,000
Nov. 15	Schr.	A. C. Maxwell	Cleveland		Stranded			500	11,200
Dec. 1	Prop.	Tecumseh	Sarnia	Manitoulin	Ashore				25,000
Dec. 10	Tug	Smyth	Detroit	Green Bay	Sunk				

LAKE SUPERIOR.

May 5	Tug	T. H. Camp	Duluth		Ice			1,000	3,500
May 5	Prop.	Argyle	St.Catherines	Michipicoten	Sunk	Sup'lies	$ 4,000	$ 7,600	$27,000
May 9	Bge.	E. A. Mayes*	Bay City	Grand Island	Sunk	Coal	2,000	7,000	7,000
May 10	Prop.	J. S. Seav'ns*	Saugatuck	Michipicoten	Sunk	Sup'lies	20,434	12,500	28,434
May 29	Stmr.	Ozaukee	Ashland	Ashland	Sunk	Light		2,000	
May 18	Prop.	City of Duluth	Chicago		Stranded				40,000
June 22	Prop.	Wocoken	Cleveland	St. Mary	Stranded			1,800	71,000
June 1	Bge.	Mears	Bay City		Stranded			800	12,000
June 1	Schr.	Three Bros	Lorain	Porcupines	Ashore	Stone	2,500	6,000	10,500
June 9	Prop.	Pacific	Detroit	Mud Lake	Collision	Mdse		2,900	30,000
June 25	Prop.	Georgian	St.Catherines	Pens'la Hrb'r	Sunk	Oats	8,000	9,000	20,500
June 5	Prop.	Cormorant	Cleveland	Rond Island	Disabled			750	
June 22	Prop.	Pacific	Detroit		Stranded			1,000	30,000
July 5	Bge.	Magnetic	Marquette	Lake George	Stranded			600	40,000
July 26	Schr.	Garibaldi	Detroit		Gale			2,500	3,000
July 10	Schr.	Three Brothers	Lorain		Stranded			6,000	8,000
July 10	Prop.	J. Steinhoff	Chatham		Stranded			800	27,000
July 23	Prop.	Sparta	Cleveland	Point Iroquois	Stranded			740	9,000
July 28	Prop.	J. M. Osb'rne*	Cleveland	Whitefish Pt.	Sunk	Ore	35,000	50,000	73,000
July 28	Prop.	Alberta	Montreal	Whitefish Pt.	Collision	Mdse		12,200	150,000
Aug. 15	Prop.	S. A. Baldwin	Detroit		Stranded			800	21,248
Aug. 20	Tug	Pacific	Detroit	Ashland	Explosion	Light		3,000	4,500
Sept. 3	Schr.	J. Bigler*	Chicago	Midlake	Sunk	Stone	3,500	10,000	11,500
Sept. 4	Tug	Bradley*	Cheboygan	Taquamenon	Ashore	Light		4,000	
Sept. 6	Schr.	W. R. Taylor	Kingston	Heron Bay	Ashore	RRiron		5,000	21,000
Sept. 22	Schr.	Golden Rule*	Ashland	Midlake	Sunk	Light		1,000	
Sept. 18	Schr.	Queen of Lakes	Kingston		Stranded		1,800	3,000	5,000
Oct. 24	Schr.	Negaunee	Cleveland	Whisky Bay	Stranded	Ore		1,500	
Oct. 27	Schr.	White Star	Oswego		Stranded		1,600	2,500	8,000
Oct. 27	Tug	Winslow	Detroit		Stranded			2,500	18,000
Oct. 5	Schr.	John Martin	Cleveland		Ashore			1,000	32,000
Oct. 14	Schr.	M'dl'ndRov'r	Collingwood	Midlake	Dismasted	Ore		3,600	5,625
Oct. 24	Prop.	Scotia*	Buffalo	Kewe'na' Pt.	Ashore	Light		80,000	60,000
Oct. 24	Prop.	Wocoken	Cleveland	Midlake	Leak	Wheat	2,200		130,000
Oct. 24	Schr.	R. Winslow	Cleveland	Midlake	Leak	Wheat	2,850	1,400	57,000
Oct. 28	Schr.	Lady Duf'rn*	Pt. Burwell	Caribou Isl'd	Ashore	Sup'lies	1,000	10,000	9,000
Nov. 17	Schr.	H.Bissel*	Detroit	Carp River	Ashore	Light		20,000	16,000
Nov. 22	Schr.	M. Battle*	St.Catherines	Eagle River	Ashore	Light		10,000	8,000
Nov. 20	Prop.	Morley*	Toledo	Grand Marais	Ashore	Wheat	25,000	50,000	59,600
Nov. 1	Prop.	Wocoken	Cleveland		Gale		4,000		
Nov. 23	Tug	Merchant	Duluth	Duluth	Sunk				
Nov. 27	Prop.	Owen Sound	Toronto	Michipicoten Riv	Ashore	Mdse			30,000
	Prop.	J. E. Potts	Detroit	Mud Lake	Disabled	Ore			1,000
Dec. 1	Prop.	Erin Star		Gull River	Ashore	Lumb'r			

*Total loss.

LAKE MERCHANT MARINE.

AT CLEVELAND.

Steamers.

Rube Richards, S. E. Sheldon,
Selah Chamberlin, R. J. Hackett,
E. B. Hale, John N. Glidden,
Henry Chisholm, Continental,
Forest City, Colonial,
Superior, Rupublic,
A. Everett, Vienna,
H. L. Worthington, Sparta,
Smith Moore, Cumberland,
Business, H. C. Schnoor,
H. E. Tuttle, Otego,
Havana, Good Hit,
Jarvis Lord, Point Abino,
Valley Mills, Hiawatha,
George Spencer, Cyclone.

Tugs.

Samson, Anna Dobbins,
Quayle, S. P. Bradley,
Constitution, Record,
W. D. Cushing, Dreadnaught,
Forest City, Ida Sims,
Starkweather, Patrick Henry,
Florence, James Amadeus,
S. S. Stone, Charles Henry,
L. P. Smith, Mary Virginia,
Maggie Sanborn, C. E. Bolton,
W. H. Doan, Chas. Castle,
Worswick, Florence,
American Eagle.

Schooners.

Queen City, M. I. Wilcox,
C. H. Johnson, John S. Richards,
A. C. Maxwell, William McGregor,
John O'Neil, James Couch,
John Martin, Constitution,
G. H. Warmington, S. L. Watson,
Fayette Brown, Champion,
Alva Bradley, Magnetic,
Negaunee, Specular,
Sandusky, Grace Holland,
J. C. Harrison, Montana,
S. P. Ely, Monterey,
Thomas Quayle, Verona,
S. J. Tilden, Genoa,
S. H. Kimball, Helvetia,
David Wagstaff, Leonard Hanna,
J. F. Card, Lucerne,
George W. Davis, Shawnee,
Kate Richmond, Pelican,
H. H. Brown, Kate Winslow,
Erastus Corning, Mary Lyon,
M. R. Warner, George Sherman,
H. G. Cleveland, Lafrinier,
Eliza Gerlach, Southwest,
Francis Palms, Phineas S. Marsh,
H. J. Webb, Thomas Parsons,
Nellie Reddington, Sophia Minch,
Ishpeming, J. E. Gilmore,
John Burt, John J. Hill,
Zach Chandler, Teutonia,
Helena, Gen. Franz Sigel,
C. G. King, H. D. Root,
Frank Perew, Monitor,
Kingfisher, Vernie M. Blake,
Theodore Voges.

Barges.

Commodore, A. Walton,
Transport, Sassacus.

DETROIT.

Special to the Marine Record.

Sidewheel Steamers.

W. D. Ward, Alaska,
Keweenaw, Manitoba,
Pearl, Flora.

Steamers.

Warrington, Dahlia,
Pastime, Truant,
Island Belle, Fortune,
Gazelle, Empire,
Alcona, Manistique,
St. Paul, A. Weston,
Anna Smith, C. N. Pratt,
Germania, Westford,
Passaic, Mineral Rock,
Osceola, Don M. Dickenson,
Justice Field, Toledo.

Schooners.

Unadilla, Ganges,
John Magee, Consuelo,
Niagara, W. H. Rounds,
Belle Hanscom, G. G. Benedict,
Rose Bud, Mona,
Adventure, Nevil Hubbard,
Onward, Germania,
James C. King, Samson,
Rueben Doud, Smith & Post,
Mears, St. Joseph.
Thomas P. Sheldon, Venus,
Canton, George Irving,
Mary Garrett, Comanche,
George M. Case, Ino,
A. Boody, Swallow,
Chency Ames, Dashing Wave,
Mary Pringle.

Barges.

A. H. Moss, Jenette,
W. B. Ogden, George Worthington,
Senator, Bolton,
Oliver Cromwell, Hattie,
Superior, Elma,
Prince Alfred, Virginius,
Plymouth Rock, Dakota,
Mary Stockton, Clinton,
Michigan, Dashing Wave.

AT BUFFALO.

Steamers.

Russia, Montana,
Australasia, Japan,
Araxes, J. B. Lyon,
Potomac, Sumata,
S. C. Hall, J. Fisk, Jr.,
Colorado, St. Louis,
Conestoga, Alaska,
B. W. Blanchard, Winslow,
Waverly, Vanderbilt,
Badger State, Conemaugh,
D. W. Powers, Empire State,
Avon, City of Rome,
Annie Young, C. J. Kershaw,
Wallula, Idaho,
Nevada, Kasota,
Wissahickon, Hecla,
Wocoken, Nyack,
Oregon, Clyde,
China, Alpena,
Fred Mercur, D. Richmond,
M. M. Drake, Portage,
Fountain City, V. H. Ketchum,
Oceanica, Boston.
Buffalo, Egyptian,

Schooners.

Saveland, Groton,
L. W. Drake, Redwing,
Ida Keith, Banner,
G. W. Adams, J. F. Joy,
Wenona, David Dows,
J. G. Masten, R. J. Carney,
Ironton, J. M. Hutchinson,
Golden Rule, G. G. Houghton,
Cyclone, Star of Hope,
Guido Pfister, John Breden,
Little Jake, F. M. Knapp,
Journeyman, Sunshine,
F. B. Gardner, L. J. Farwell,
Minnesota, B. F. Bruce,
R. N. Rice, John Wesley,
H. W. Hoag.

AT SANDUSKY.

Special to the Marine Record.

Following is a complete list of the vessels laid up for the winter at this port, together with the ports of hail of the craft and the names of the masters in command at the close of the season:

Propellers.

Ohio, of Sandusky, Capt. John Estes.
Huron City, East Saginaw, Capt. Jas. Bennet.
Yosemite, Sandusky, Capt. Wm. Neill.

Steamers.

Jay Cooke, Put-in-Bay, Capt. Geo. A. Browne.
B. F. Ferris, Put-in Bay, Capt. Arthur Fox.
R.B. Hayes, Sandusky, Capt. Wm. Slacktord.
Bessie, Sandusky, Capt. Geo. Geisendorfer.
Philip Walter, Sandusky, Capt. Jas. Weidenhoefer.
J.V.Lutts, Sandusky, Capt. Dan. Courchaine.
Red Jacket, Sandusky, Capt. Capman.
Josephine, Sandusky, Capt. D. Dessault.
Norma, Sandusky, Capt. Christ. Smith.

Tugs.

Myrtle, Sandusky, Capt. Wm. Wheeler.
Mystic, Sandusky, Capt. Jos. Whetstone.
Cal. Davis, Sandusky, Capt. Chas. Vessey.
Annie Robinson, Sandusky, Capt. Geo. Dayton.

Steamyacht.

Wilson, Sandusky, Capt. John Hanlon.

Schooners.

Seaman, Detroit, Capt. Chas. Nichols.
John R. Noyes, Oswege, Capt. Jno. F. Cavlin.
Penokee, Oswego, Capt. Frank McGuire.
A.J. Rogers, Sandusky, Capt. Amil Reymers.
J. D. Sawyer, Buffalo, Capt. John Flor.
Irene, Sandusky, Capt. Wm. W. Collins.
Julia, Cleveland, Capt. Spooner.

Barges.

John Sherman, Bay City, Capt. Pette Fort.
Buckout, Bay City, Capt. McFadden.
J.A. McDougall, East Saginaw, Capt. Patrick Bowen.
Conrad Reed, Lorain, Capt. Conrad Reed.
B.B.Iesman, Sandusky, Capt. G.W. Reynolds.
C. N. Ryan, Sandusky, Capt. N. Walker.
S.H.Walbridge, Sandusky, Capt. Chas. Miller.
Emeu, Sandusky, Capt. Christ Smith.
Wend-the-Wave, Sandusky, Capt. Jas. Ellis.
J. T. Johnson, Vermillion, Capt. J. C. Garry.

Scows.

Mary Ellen, Sandusky, Capt. Geo. Burger.
Morning Lark, Sandusky, Captain Walter Wilds.

AT BELLEVILLE.

Tug—Bonar.
Schooners—D. Freeman, Geo. Suffel, L. D. Bullock, Mary Foster, A. G. Ryan, Bell.
Sloop—Glasgow.

AT SAUGATUCK.

Steamer—Alice Purdy.
Steambarges—Douglass, C. W. Moore, J. C. Suet, G. P. Heath.

AT KENOSHA.

Tug—Ida.
Schooners—Two Fannies, D. S. Austin, Lookout, Gilbert Knapp, Pride, Narragansett, Contest.

AT PORT HURON.

Steamers—Burlington, Quebec, Hall, United Empire, Ontario.
Schooner—Emma L. Coyne.
Barges—Hercules, W. W Stewart, M. Fillmore, Todman, Keating, E. E. Tyson.

AT ALPENA.

Barges—Charles Hinckley, Lightguard, M. R. Gofle, E. Harmon, Russian, Lathrop.

AT EAST TAWAS.

Tug—John Hill.
Schooners—Democrat, Nellie May.

AT MARQUETTE.

Schooner—Starke.

AT MT. CLEMENS.

Steamer.

Ida, passenger, Capt. Albert Tucker.

Seambarges.

City of Mt. Clemens, Capt. G. Lacroyx.
Handy Boy, Capt. Robert Barton.
J. S. Ruby, Capt. J. S. Ruby.
Ida Burton, Capt. John Tucker.
Florence, Capt. John Distress.
Windsor, Capt. Scott,

Tug.

Una, Capt. John Duprey.

Towbarge

Nellie, Capt. James Pelter.

AT CHICAGO.

Special to the Marine Record.

Following is a complete list of the vessels which are in winter quarters at this port. The list includes craft of every kind. The recapitulation shows that 371 vessels are laid up here, while last winter there were 440, aggregating a tonnage of 146,234 tons. This is due to the fact that the season was closed prematurely, and vessels were laid up as near November 1st as they arrived in their home ports:

Propellers.

Annie Laurie, Joseph L. Hurd,
A. R. Colborne, John Otis,
Albert J. Wright, Kittie M. Forbes,
Argonaut, Lucille,
Albany, Lawrence,
Arabia, M. Groh,
A. E. Wilds, M. Brand,
Albert Soper, Maine,
Buckeye Minnie M,
Boscobel, Nellie Torrent,
Chas. Reitz, Newburgh,
Calumet, New York,
City of Duluth, Oscar Townsend,
City of Traverse, Onoko,
Chauncy Hurlbut, Peerless,
Columbia, Queen of the West,
Champ'ain, R. A. Seymour, Jr.,
City of Cleveland, Roanoke,
D. M. Wilson, Rufus P. Ranney,
D. C. Whitney, Rochester,
Emma E. Thompson, Saracen.
Fayette. Syracuse,
George Dunbar, Swallow,
H. D. Coffinberry, St. Joseph,
H. J. Jewett, Sylvanus J. Macey,
Inter Ocean, Thomas W. Palmer,
Ida M. Torrent, Wm. Edwards,
J. C. Perrett, Wm. J. Averill,
J. S. Fay, Wm. Chisholm,
Justin R. Whiting, W. L. Wetmore,
Jessie H. Farwell, Walter L. Frost,
Jay Gould.

Tugs.

A. S. Allen, J. Miner,
Alpha, Lorena,
Alert, L. B. Johnson,
A. G. Van Schaick, L. B. Godfrey,
A. Miller, M. Shields,
Belle Chase, McCormick,
Bob Teed, O. B. Green,
Black Ball, No. 2, Paddy Murphy,
Commodore, Protection.
Chicago. R. Pindiville,
D. L. Babcock, Rebel,
Edward Shelby, Robert Tarrant,
E. P. Ferry, Satisfaction,
F. H. Stanwood, St. Mary,
F. S. Butler, Thomas Hood,
Frank R. Cram, Viva,
Geo. B McClellan, W. L. Ewing,
J. C. Freedel, Wilson, Brothers,
John Gordon.

Steam Yachts.

Bret Harte, Josie Davidson,
Barney, Sortie,
Fanny Parnell, Twilight,
Favorite.

Unrigged barges and steam canal boats.

B. D. N. Co., No. 2, Excelsior.
B. D. N. Co., No. 5, Nashotah,
A. R. Kellogg, Welcome,
Oscar Isaac Jacobus

Schooners.

Annie M. Peterson, Jennie Mullen,
Anna Cobb, John Mark,
Alice B. Norris, Julia B. Merrill,
Adirondac, John B. Merrill,
A. A. Carpenter, John Mee,
Alert, J. V. Taylor,
Active. J. W. Wright,
A. J. Mowrey, Jessie Phillips,
A. J. Dewey, J. Loomis McLaren,
Alleghany, Jason Parker,
America, Japan,
Annie Sherwood. J. C. King,
American Union, Jennie Weaver,
Alice, Jeremiah Godfrey,
A. Bradley, John Bean, Jr.
Angus Smith, John Raber,
Arctic, Kate Hinchman,
Amarretta Mosher, Lizzie A Law,
Adriatic, L. B. Coates,
Antares (sunk) L. B. Shepard,
Australia, Lotus,
A. G. Morey, Live Oak,
A. M. Beers, Lottie Wolf.
Annie Dall, Levi Grant,
Addie, Lincoln Dall,
Antelope, Libbie Carter,
Ada Medora, Lavinda,
B. F. Wade, Lottie Cooper,
Belle Walbridge. Lumberman,
Bertie Calkins, Maid of the Mist,
Brunette, Moselle.
Belle Brown, Martha,
Butcher Boy, Maine,
Barbarian, Manitowoc,
Bertha Barnes. Magnolia,
Belle Mitchell, Mary B. Hale,
Bay State, Michigan,
Cascade, M. E. Tremble,
Clara, Major N. H. Ferry,
Comrade, Mary E. Perew,
Cecelia, M. Caperon,
Clipper City, Marion W. Page,
Carrier, Maria Martin,
C. Michelson, Magdalena,
C. G. Mixer, Myrtle,
C. J. Roeder, Metropolis,
Charlie Marshall, Moses Gage,
C. North, Maumee Valley,
Charles Foster, Minnie Mueller,
C. C. Barnes, Maggie Thompson,
Cuyahoga, Mary D. Ayer,
C. C. Trowbridge, Mystic,
C. H. Burton, Mediator,
Camden, Mary E. Cook,
Charles Luling, Menominee,
Cape Horn, Mike Corry,
C. J. Magill, Menekaunee,
Commerce, Mantenee,
Col. Ellsworth, Milwaukee Belle,
C. H. Hackley, Margaret A. Muir,
City of Chicago, Newsboy.
C. Amsden, Nellie Winlack,
Coral, Norman,
Countess, (yacht) Olga,
D. P. Rhodes, O. R. Johnson,
D. R. Martin, O. Shaw,
Delos DeWolf, Orkney Lass,
D. L. Filer, Our Son,
David Stewart, Ogarita,
Duncan City, Ostrich,
Edward Kelley, Oak Leaf,
E. J. McVea, Otter,
Ebenezer, Orphan Boy,
Edna, Pilgrim,
E. C. Hutchinson, Peshtigo,
Ellen Spry, Pensaukee,
E. P. Royce, Phenix,
Evra Fuller, Porter,
E. A. Nicholson, Persia,
E. F. Judd, Pilot,
E. S. Robinson, Planet.
E. M. Stanton, Red, White and Blue,
Ellen Williams, Resumption,
Emily B. Maxwell, Bockaway,
El Tempo, Racine,
E. R. Blake, Rouse Simmons.
F. L. Danforth, Ralph Campbell,
Florence Lester, Ramedary,
Ford River, R. B. King,
Four Brothers, Rising Star,
Floretta, Sunrise,
Flying Cloud. Skylark,
Glad Tidings, Sardinia,
Golden Age, Schuylkill,
G. Ellen, Spray,
Guido, S. P. Wilson.
Geo. D Dousman, Samuel H. Foster,
Gesine, South Haven,
Guiding Star, Sam Flint,
Gracie M. Filer, S. B. Pomeroy,
George, Sea Star,
George L. Wrenn, Sophia Z. Luff,
G. A. Marsh, S. A. Wood,
Helen, Sodus,
Henry Whitbeck, Topsy,
H. R. Newcomb. Truman Moss,
Herschel, Thomas Hume,
Horace H. Badger, Tempest,
Higgie, Thomas H. Howland,
Halstead, T. G. Avery
Hattie Hutt, Vermont,
Helen Pratt, W. O. Goodman
H. C. Winslow, W. H. Hawkins,
H. B. Moore. White Cloud,
Hamilton J. Mills White Oak,
Hattie Earl, Winnie Wing,
H. Tabor, W. S. Crosthwaite,
H. D. Moore, William Jones,
H. Rand, Walter A. Sherman,
Homer, William Smith,
H. W. Sage, Wayne,
Harriet Ross, West Side.
Ida, William Grandy,
Iver Lawson, William H. Dunham,
I. M. Forrest, Windsor.
John Kolderhouse, York State,
James Mowatt, Z. Y. M. C. A.
John Miner, Alexander (wreck)
Jack Thompson, Fanny Campbell,

RECAPITULATION.

	No. vessels.	Tons.
Tugs	38	683
Steam canal boats	3	231
Steam yachts	7	123
Propellers	63	40,411
Schooners	256	76,580
Unrigged vessels	4	.....
Total	371	118,028
Foreign schooners	2	663

AT EAST SAGINAW.

Special to the Marine Record.

The following is a complete list of craft of all descriptions now in winter quarters in the Saginaw river, as furnished the MARINE RECORD by H. L. Shaw, marine reporter:

Steamers.

W. R. Butt, L. G. Mason.

Steambarges.

Porter Chamberlain, Oswegatchie,
Wm. Rudolph.

Tugs.

Mildred, W. S. Carkin,
Nat Stickney, Anna,
Roy J. Cram, Edwin Eddy,
James Hay, Robert Weideman,
J. P. Logie, Little Giant,
Standard, Tom Maytham,
Robt. Boyd, Tom Dowling,
Daisy Lee, Florence,
Robert Weideman.

Steam Yachts.

Hattie T. Brown, Mary Bell,
C. P. Fish, Laura M.,
Bessie M., Bernice B.,
Pilgrim, David Sutton.

Barges.

D. H. Keyes, Mary Birkhead,
A. T. Bliss, T. H. Cahoon,
Ida Corning, Fostoria,
Star of the North, John Gibbs,
Sunbury, Matilda,
Golden Harvest, Chas. L. Hutchinson
S. Clement, Geo. H. Waud,
Harvest, Norway,
G. D. Norris, Lizzie P. Betts,
Theo. Perry, Iosco,
E. F. Gould, J. C. Sparrow,
B. M. Baker, Sylvia Morton,
Dolphin, Seminole,
Richard Martini, Dorcas Pendell,
Chicago Board of Trade.

And the entire Carkin, Stickney & Cram fleet of seven dredges, derricks, scows, etc., are at this port.

AT BAY CITY.

Special to the Marine Record.

Steamers.

Metropolis, Arundel,
Emerald, Sea Gull,
Westover, E. T. Carrington.

Steambarges.

N. Mills, B. W. Jenness,
White & Fryant, Sanilac,
Saginaw Valley, Siberia,
J. P. Donaldson.

Tugs.

Ella M. Smith, Peter Smith,
Sarah Smith, S. S. Rumage,
Maud S., Challenge,
Harley, Tempest,
Minnie, Laketon,
Music, Anna Molles,
E. M. Peck, E. V. Mundy,
Chas. Lee, O. M. Farrier,
Clara Err, St. Johns,
W. A. Avery, Willie Brown,
J. S. Hubbard, O. W. Cheney,
Geo. B. Dickson, E. K Haight,
T. M. Moore, Witch of the West,
Cora B., C. C. McDonald,
Effie L., John Martin,
A. F. Bartlett, C. A. Forbes,
Toledo, Two new tugs.

Barges.

Wm. Vannetta, Amaranth,
Leader, Jupiter
Yankee, Bahama,
Racine, J. S. Austin,
Antelope, Wyandotte,
Sweepstakes, A. W. Wright,
Taylor, Favorite,
Nelson, Roscious,
Eliza, Ferguson,
T. G. Lester, Gen. Burnside,
Boscabee, Marine City,
Wyoming, Ajax,
Wm. Lewis, Nellie Mason,
Brightie, J. L. Ketchem,
F. A. Orton.

Sailing Scows.

Melvina, Dreadnaught,
Chaffee, Ida May,
Lady Essex, Chas. Enright,
Ames, Curlew,
Francis, Canadian,
Jordon Beebe.

Also thirty-five fishing boats laid up at West Bay City.

AT SARNIA.

Special to the Marine Record.

Vessels laid up here are as follows:

Steamers.

United Empire, Ontario,
Quebec, Sovereign.

Tug.

Kitty Height.

Vessels.

Jessie Scarth, J. J. Worts,
Ontonabee, Wanderer.
Cataract.

Brigs.

Hercules, Vannette.

River Boats.

Hiawatha, J. C. Clark. C.

AT DULUTH.

Special to the Marine Record.

The following craft are in winter quarters here:

Propellers.

Samuel F. Hodge, N. K. Fairbank.
City of Fremont.

Steamer.

City of Fremont, Dove,
Butcher Boy, R. G. Stewart,
Kincardine, Isle Royale,
A. M. Morrison, Ocean.

Tugs.

John A. Paige, Mollie Spencer.
Nellie Cotton, Rambler,
F. L. Danforth, Alice M. Campbell.
J. H. Upham, Jr., Ella G. Stone,
Minnie LeMont, Hope,
John McKay, Jr., Merchant.

Steam Ferry.

Mary Martini, Hattie Lloyd,
Free Trade.

Schooners.

Richard Winslow, H. J. Winslow,
Belle Stephens, H. Truelsen.

AT TOLEDO.

Special to the Marine Record.

Steamers.

Chief Justice, Waite, W. T. Graves,
John C. Gault, Russel Sage,
A. L. Hopkins.

Schooners.

R. Hallaran, F. D. Barker,
E. R. Williams, F. J King,
C. A. King, Royal,
Jennie Mathews, William Shupe,
Mary Copley, St. Peter,
Pulaski, Hoboken,
H. C. Sprague, Sloan,
Brooklyn, Home,
W. L. Peck.

AT ERIE.

Steamers.

Gordon Campbell, Philadelphia,
Clarion, Arizona,
Delaware, Lycoming.

Schooners.

Thomas Gawn, Waukesha,
F. W. Gifford, Mariner,
Julia Willard.

AT FAIRPORT.

Schooners.—M. P. Barklow.
Scow.—F. L. Jones.

AT MILWAUKEE.

Special to the Marine Record.

Steamers.

Lewis Pahlow, G. C. Markham,
Joys, Cuba,
George Burnham, G. T. Burroughs,
Progress, J. H. Shrigley,
Massachusetts, Merrimac,
Minnesota, Nahan,
D. Ballentine, W. H. Barnum,
Monohansett, Mary Mills,
Minneapolis, Jim Sheriffs,
C. H. Starke, Fred Kelly,
Cormorant.

Revenue Cutter.

Andy Johnson.

Schooners.

Penobscot, City of Toledo,
South Side, Odd Fellow,
Chester B. Jones, H. P. Baldwin,
Delaware, Surprise,
Ann Maria, Donaldson,
Alvin Bronson, S. G. Andrews,
Libbie Nau, M. L. Collins,
Salina, Dan Mabee,
M. N. Dunham, G. C. Trumpff,
Selkirk, Oneida,
O. M. Nelson, J. C. Bauer,
John Schuette, Blue Belle,
Lewis Ludington, Nellie Hammond,
Marengo, Joseph Paige,
La Petite, L. May Guthrie,
David Vance, Chris Grover,
Boaz, Eliza,
G. C. Finney, Joseph Duval,
Elida, May Richards,
Myosotis, Agnes,
Northwest, Lake Forest,
H. M. Scove. L. W. Perry,
Sweetheart, Itasca.
Pathfinder, L. A. Simpson,
Georger, Active,
L. Van Valkenburg, Trio,
Walter Smith, Richard Mott,
Moonlight, Cuba,
Granger, Napoleon,
William Aldrich, C. Amsden,
Black Hawk, L. A. Burton,
Belle Laurie, L. C. Butts,
D. K. Clint, Massasoit,
Metacomet, W. H. Chapman,
Evelyn, Guido,
Madonna, Leo,
R. P. Mason, Odin,
Pride, J. B. Prime,
Rob Roy, Henry C. Richards,
E. Scoville, Dan Hayes,
J. A. Travis, Transit,
Ruby, A. B. C. F. M.
Walhalla, F. W. Wheeler,
Emma Leighton, Onward,
S. J. Holley, Selt,
James Garrett, Ole Olson,
Supply, R. J. Skidmore,
R. H. Becker, H. P. Baldwin,
Dreadnaught, Sandy Morrison,
Alta, San Diego,
George Steele, Melvin S. Bacon,
Alert, S. Thal,
Goshawk, Arrow.

AT LORAIN.

Special to the Marine Record.

Steamers.

Robert Wallace, W. P. Thew.

Schooners.

Henry A. Kent, I. M. Foster,
Three Brothers, John Tibbits,
N. C. West, I. N. Quinby,
David Wallace.

Scow.

I. U. Porter.

AT OSWEGO.

Special to the Marine Record.

Steamers.

Montcalm, A. Sumner,
T. Kingsford.

Tugs.

C. P. Morey, E. J. Redford,
W. Avery, Jason Parker,
T. D. Wheeler, May Queen,
M. J. Cummings, Charley Ferris,
Steve H. Lyon, John Navagh.

Schooners and Barges.

Great Western, Dudley,
Willie Keliar, Nevada,
M. J. Cummings, Blazing Star,
White Star, Hartford,
Mystic Star, J. Bentley,
Marquis, Typo,
Samana, W. I. Preston,
Senator Blood, Pandora,
Oliver Mitchell, W. H. Oades,
Autanto.

AT CHEBOYGAN.

Special to the Marine Record.

Steamers.

Messenger, Lady May,
Van Raalte, Northern Belle,
Mary.

Tugs.

R. C. Wilson, Eva English,
C. E. Pendell, Cygnet,
Gifford, Mary A. Day,
C. Gnewuch, Duncan City,
Geo. W. Cuyler, Time,
Maud S., Martel,
Mayor Dana.

Schooners.

Parana, Gerrett Smith.

AT PORT COLBORNE.

Schooners.

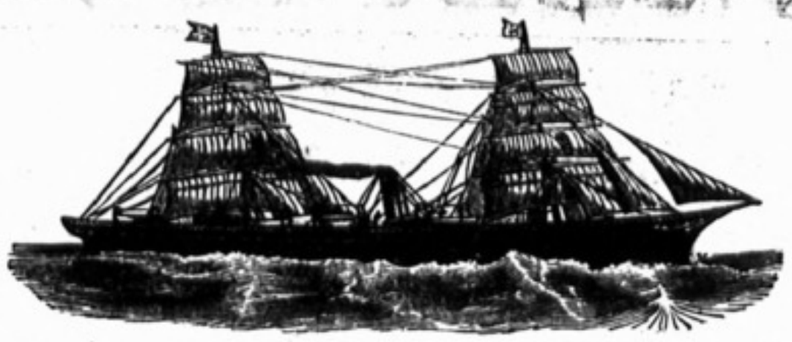
Severn, Waubaushene,
Muskoka, A. P. Grover.

Tugs.

S. Neelon, Jane Armstrong,
R. S. King, Mary Maggies,
Hector, Clara Carter,
Rooth, Laughlin,
Inez.

[Continued on 3d page.]

GLOBE SHIPBUILDING CO.,



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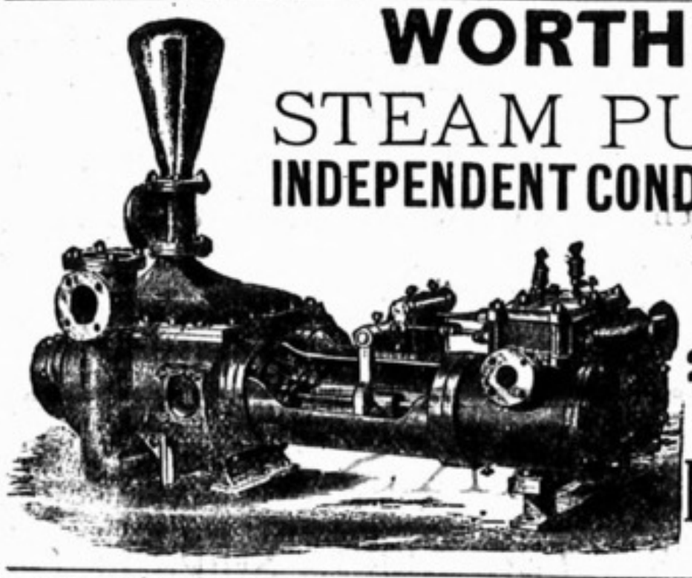

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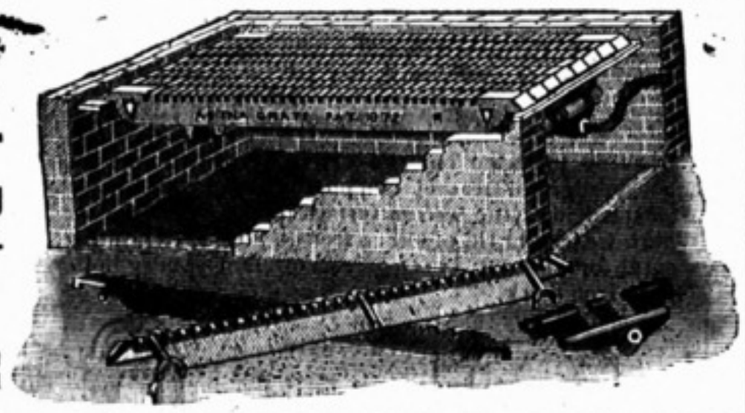

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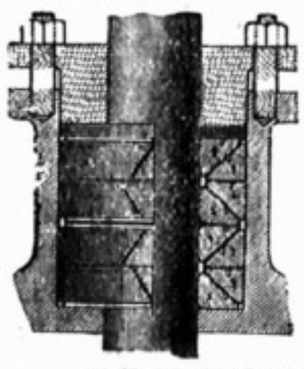

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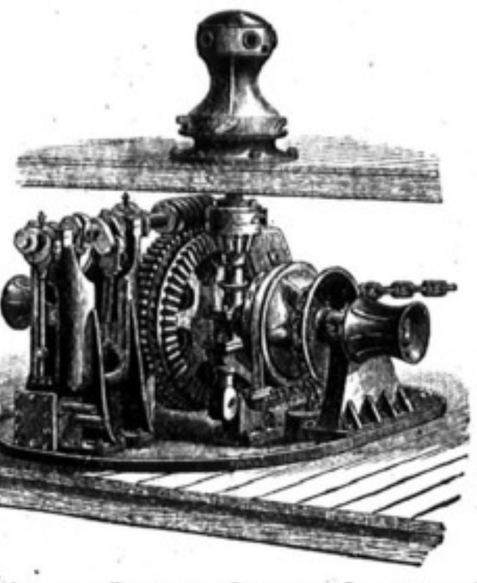
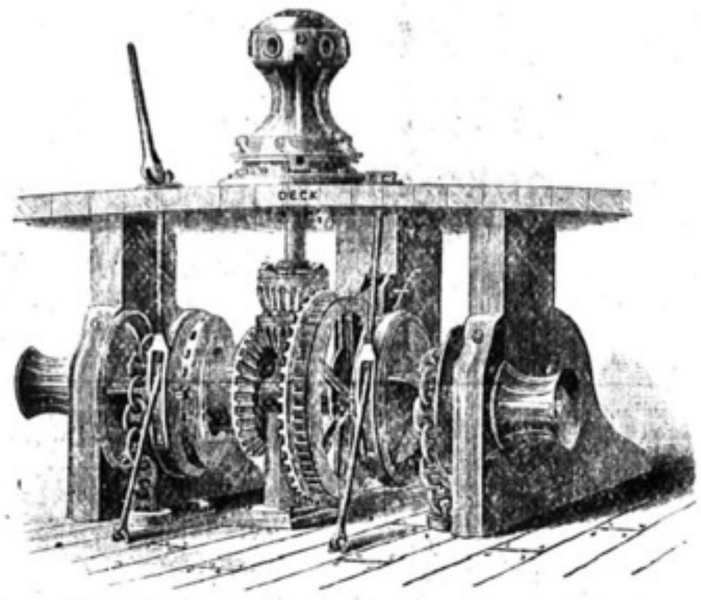


The Providence Patent Steam Capstan Windlass, New Style.



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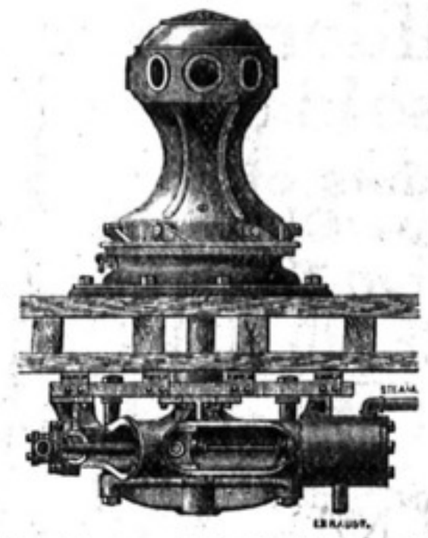
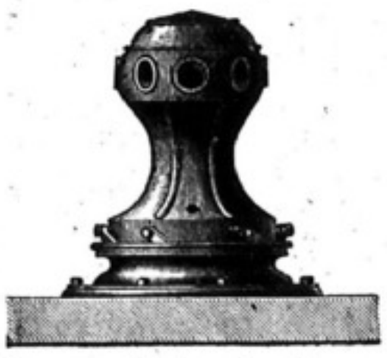


The Providence Patent Steam Capstan.



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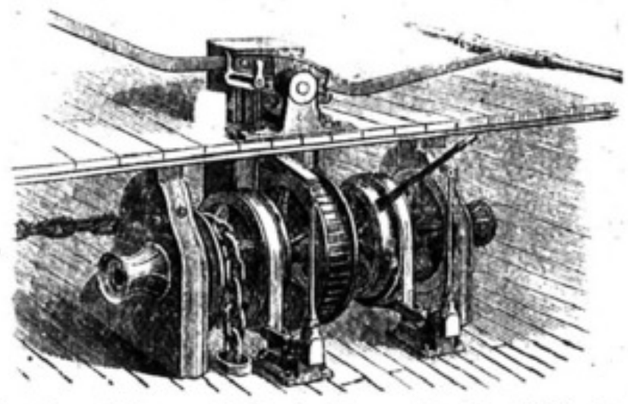

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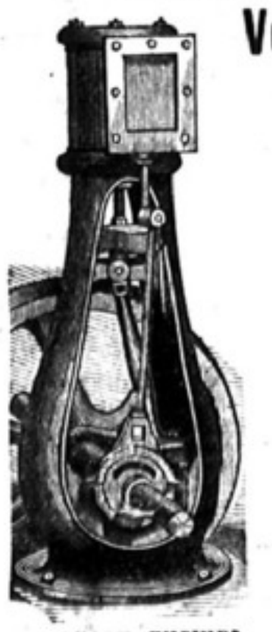

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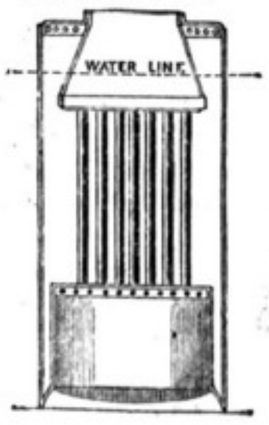
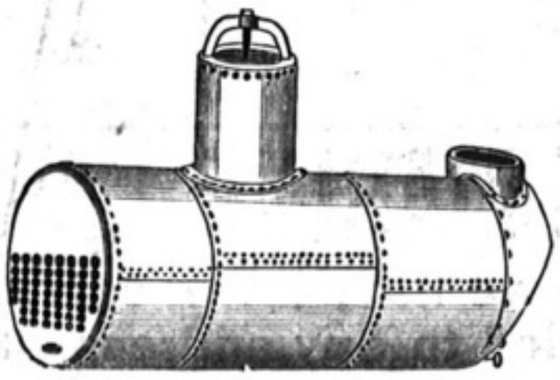
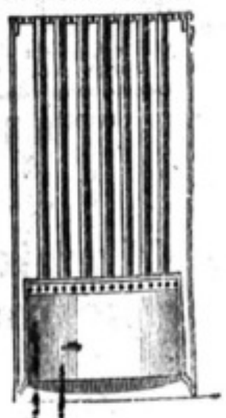




TUBULAR BOILER.

FULL TUBE BOILER.



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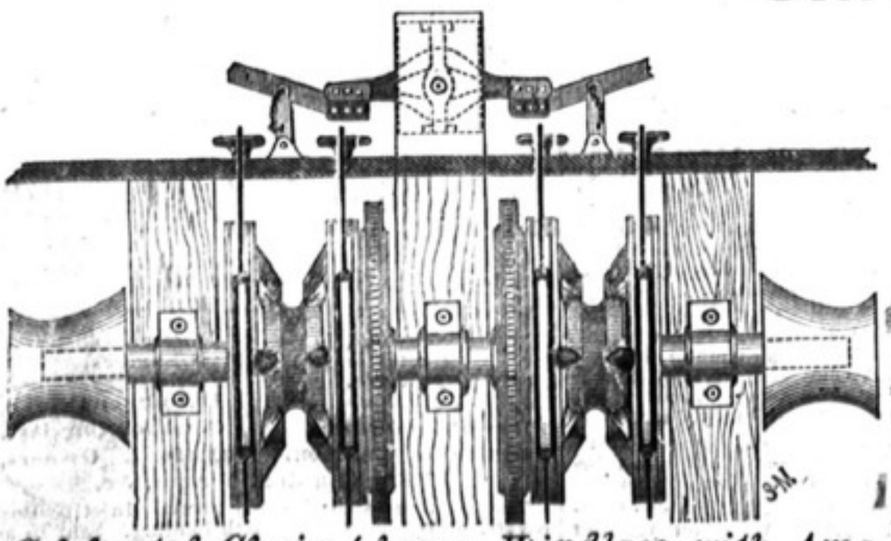
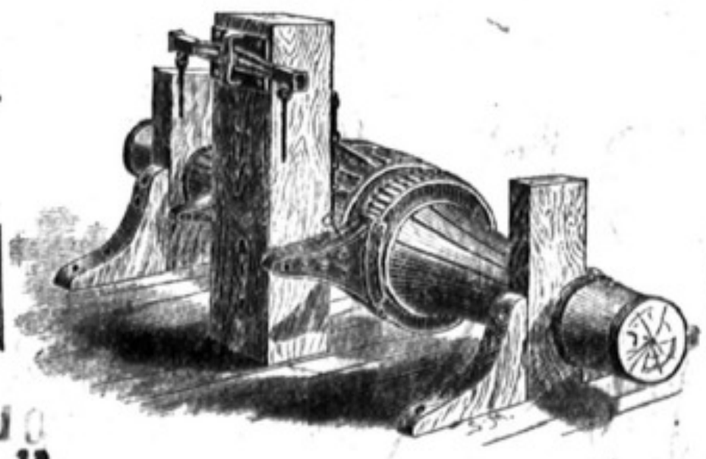
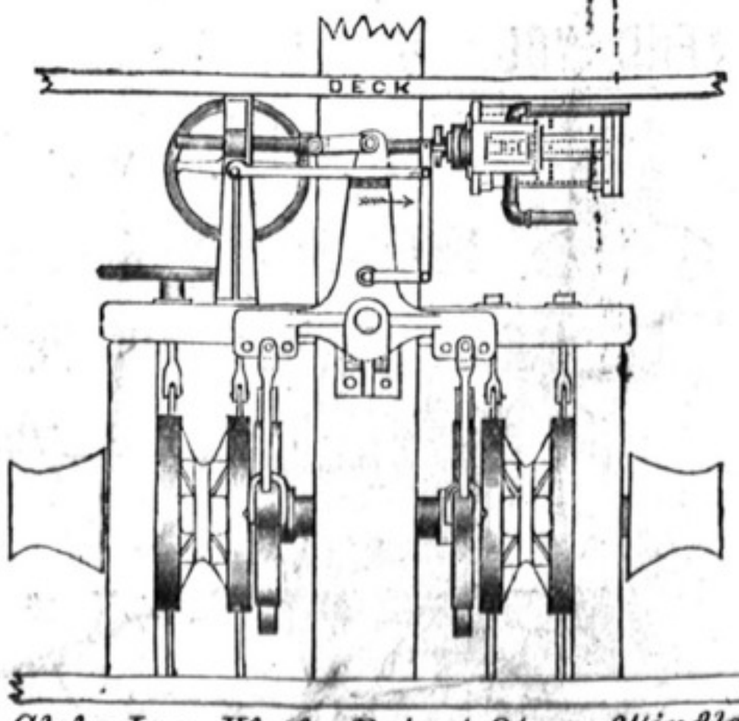


Celebrated Chain Sheave Windlass, with Amazeen Beam.



The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass